

AudiTuner

www.audituner.com

Hardcore hybrid
370bhp S3 8L



THE PERFORMANCE AUDI MAGAZINE

MAXIMUM ATTACK!

*KW's S1 Clubsport
takes on the
Nürburgring...*



NÜRBURGRING GUIDE

31 essential tips to drive
the ring



Audis in the Park

HUGE 9-page report

Gatebil Show

1000bhp Audis on track

Plus



SMOKE MACHINE

A5 3.0 TDI packing
370bhp & 700Nm



BALLISTIC B7

A4 quattro with a
500bhp 2.0 TFSI

DL501

S-Tronic TCU Upgrade has arrived with over 20 added features.

www.goapr.com
www.goapr.co.uk
www.goapr.eu

APR

- + 3 Step Launch Control
- + Raised Shift Points
- + Reduced Torque Intervention
- + Active Drive / Sport Gear Display



Welcome to AudiTuner



I saw a bumper sticker the other day which said, "Money can't buy you happiness, but it can buy you an Audi RS6." It made me smile and I had to agree – an RS6 would make me very happy indeed! One thing money can't buy, however, is a ticket to our brand new show. That's because it's FREE!

That's right, VAG Tuner Expo is 100 percent FREE to get into. We had a think about all the shows, track days and other car based events that haven't taken place over the summer and came to the conclusion most of us have spent out. So we thought what better way to round off the year than a FREE ticket to our tuner focused event. All you need to do is head to our online shop – www.vagtuner.co.uk – and register your details. We'll then send you a ticket to get your car (and up to four passengers) into VAG Tuner Expo absolutely FREE. You can find out full details of this indoor, show which takes place on 25 October at Donington Park on page 98 – suffice to say it's shaping up to be a cracker.

As promised last issue, this month we bring you our HUGE Audis in the Park 7 show report. We've given it ten pages – more than we've given any other show – you can see why by checking it out on page 60.

Also this month, our new website has gone live. It still needs a few tweaks here and there, but it's much easier to use than the old one and packed with info. There's also links to our new online shop, where you can buy single issues, back issues and 12 month subscriptions. Head to www.audituner.com to see what we've been up to.

Finally, if you haven't done so already, follow us on Instagram. We'll be showing you behind the scenes pics from photoshoots, sneaky peeks of the latest new tuning kit, plus give-aways and competitions. Follow us at #audituner

As ever, this issue of AT is packed with the finest Audi content, including the punching-above-its-weight KW S1 quattro tested at the Nürburgring; a mighty 3.0 V6 TDI A5 with 370bhp; a 500bhp B7 A4 2.0 TFSI with top mounted GT30; plus a stunningly capable S3 8L, running a hybrid Ko4. Something for everyone? You betcha!

Davy Lewis, Editor

SUBSCRIBE!

SAVE 48% on the cover price, plus FREE delivery
See page 70

CONTACT US

Editorial: Davy Lewis
davy@audituner.com
Advertising: Mark Dow
mark@audituner.com

Senior Editor: Davy Lewis
Art Editor: Graham Morecroft
European Contributor: Ian Kuah
Photography: AJ Walker, Jape Tiitinen, Mark Riccioni,
Davy Lewis, Audi AG
Publisher: Mark Dow

WHERE TO BUY AUDITUNER

Subscribe: www.audituner.com
Retail: WHSmith high street and travel outlets (UK)
Online shop: www.vagtuner.co.uk
Download: www.pocketmags.com, Apple Newsstand,
Google play

Please note: AudiTuner is an independent media publication. It is in no way affiliated with, connected to, or endorsed by Audi AG or quattro GmbH

This Issue wouldn't have been possible without:

Abi Lewis, Gavin Dawes, AJ Walker, Jape Tiitinen, Audi UK

AudiTuner
THE PERFORMANCE AUDI MAGAZINE



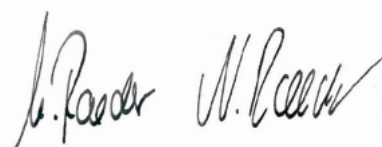
THE PERFECT SUSPENSION FOR EVERY PURPOSE.

KW automotive UK Ltd
Phone: 0870 990 7536
Fax: 0845 021 2548
eMail: info@KWautomotive.co.uk



KW clubsport

"Performance for everyday use
and suspension technology
at its best makes KW for us the
No. 1 choice - on the road
and race track."



**MARTIN &
NICOLAS RAEDER**

Managing Directors
Manthey Racing GmbH

MADE FOR
WINNERS



www.MediaTel.biz



www.KWautomotive.co.uk



Photograph Jape Tiitinen

A BRAND NEW EVENT FROM AUDITUNER MAGAZINE...



VAG Tuner EXPO

THE SHOW FOR PERFORMANCE AUDI & VW TUNERS



- A brand new, indoor event focused on tuning
- Meet the biggest names in the aftermarket and tuning scene
- See the latest products and services for your VW/Audi
- The UK's most exciting VWs & Audis on display

WHAT'S ON:

In the 5000m2 indoor arena we have: Top 20 Show n Shine - Top 20 Power Select - Club Stands

MASSIVE TRADE AREA:

Revo • KW Automotive • Tarox • Ramair • Scorpion • Milltek • DTUK • QST
Shark Performance • Ramair • Vmaxx • Airrex and many more



25 OCTOBER 2015 9AM-5PM

Donington Park Exhibition Centre DE74 2RP



- Tickets available at www.vagtuner.co.uk
- More info from www.audituner.com
- Trade & Club stands email mark@audituner.com

AudiTuner
THE PERFORMANCE AUDI MAGAZINE

INSIDE

022

COVER STORY
KW's S1 Clubsport
at the Nürburgring



CARS



A5 3.0 TDI QUATTRO
370bhp, 700Nm diesel!030



S3 8L
Methanol injected monster.....038



A4 2.0 TFSI
500bhp, big turbo B7.....046



TECH

AUDIO TECH

We fit speakers to an A4.....080

NEW PRODUCTS

The hottest new kit for your Audi084

TECH FOCUS: SCORPION

A new zero drone exhausts for the B8 S4....087

REGULARS

FRONT END

The latest Audi news.....010

LIFESTYLE

Quality toys for big boys.....014

DRIVEN MAD

Questionable modifications.....016

LETTERS

Have your say.....018

AUDITUNER INTERVIEW

Steve Pound from Milltek Sport.....020

PROJECTS

The latest updates.....078

READERS' GALLERY

Your cars102



FEATURES

AUDIS IN THE PARK 7

All the Audi action from AITP060

NÜRBURGRING GUIDE

31 essential tips to drive the Ring.....088

GATEBIL

1000bhp Audis going flat out106



NEW RS3

ABT-tuned RS3 with 430bhp054



C6 RS6

700bhp, Suzuka stunner.....072



GATEBIL

1000bhp Audis going flat out106

FRONT END

VAG Tuner EXPO

THE SHOW FOR PERFORMANCE AUDI & VW TUNERS



Simply register online to get your FREE ticket to VAG Tuner Expo on 25 October

Our exciting new event, VAG Tuner Expo is now 100 percent FREE to get into. It's a one-off, not to be repeated offer, so get involved!

Tickets were priced at £15 per car, but we thought we'd give something back to the tuning scene by making it a no cost event.

All you need to do is head to www.vagtuner.co.uk, fill out your details and we'll send you a complementary ticket for a car containing up to four people. Then, all you need to do is get yourself to Donington Park Exhibition Centre on 25 October.

We've already had some of the biggest names in the UK tuning industry confirm, including Bilstein, KW, Revo, Milltek, Scorpion, Alpine, Tarox, RamAir, QS Tuning, DTUK, AirRex, VMaxx with more signing up daily. With some of the most exciting tuner demo cars on display, plus the latest new tuning parts and services for VW and Audis, it's *the* place to find the next upgrades for your car.

With free expert advice, plus special offers, there'll be something for everyone – from tuning newbies to those pushing Stage 2 and beyond. To enter the Top 20 Show n Shine (show cars) or Top 20 Power Select (tuned cars), send a pic and spec of your car to davy@audituner.com

Best of all, this event is all indoors, so the weather can't spoil

the fun. It promises to be a fantastic end to what's been a cracking, 2015 show season, and we really hope to see you there.

Tickets are limited, so head to our new online shop – www.vagtuner.co.uk to book yours now!



**P14:
Lifestyle**
The latest cool
gadgets and more



**P22:
Cover star**
KW's S1 quattro
Clubsport



**P30:
Feature car**
370bhp, 700Nm
A5 3.0 TDI



IN BRIEF



PROJECT BUILDS

If you're building an Audi project, from a restoration, through to a big-power track monster, we want to hear about it. Send a pic and brief outline of your plans to davy@audituner.com and if we get enough decent submissions, we'll start to run a Project Builds feature in the mag.



AUTOSPORT

We've just confirmed attendance at Autosport International in January 2016. Once again we'll have a stand showcasing AudiTuner, along with special show offers. Autosport is a fantastic event, that we highly recommend, so get your tickets booked and come and see us in the Performance Car Show hall.

Audi Tuner Folder **£6⁹⁵**

AudiTuner 12-month subscription (Mainland Europe) **£64⁹⁹**

AudiTuner 12-month subscription (UK only) **£39⁹⁹** **SAVE £17**

AudiTuner 12-month subscription (USA & REST OF WORLD) **£79⁹⁹**

AudiTuner issue 001 - Back issue **£4⁷⁵**

AudiTuner issue 002 - Back issue **£4⁷⁵**

AudiTuner issue 003 - Back issue **£4⁷⁵**

AudiTuner issue 004 - Back issue **£4⁷⁵**

AudiTuner issue 005 - Back issue **£4⁷⁵**

AudiTuner issue 006 - Back issue **£4⁷⁵**

AudiTuner Hardcore RS4

AudiTuner RS6 Unleashed

VAG Tuner EXPO

VISIT OUR NEW ONLINE STORE!

Buying AudiTuner is now easier than ever before

We've launched a new online store to make getting AudiTuner easier than ever. You can purchase a single copy of the latest issue, a limited number of back issues, exclusive binders, and a full 12 month subscription to the world's only dedicated Audi tuning magazine. It's a simple click and buy e-commerce site and allows payment via PayPal as well as debit/credit cards. It's also the place to book your FREE ticket to our VAG Tuner Expo on 25 October. We'll be adding more AudiTuner branded items soon, including car decals/graphics. Head to www.vagtuner.co.uk



Get a better view with

Invisible Glass



Contact us at: www.invisibleglass.co.uk - 01924 469920

FRONT END



BIG POWER FOR RS6

More, power hungry RS6s...

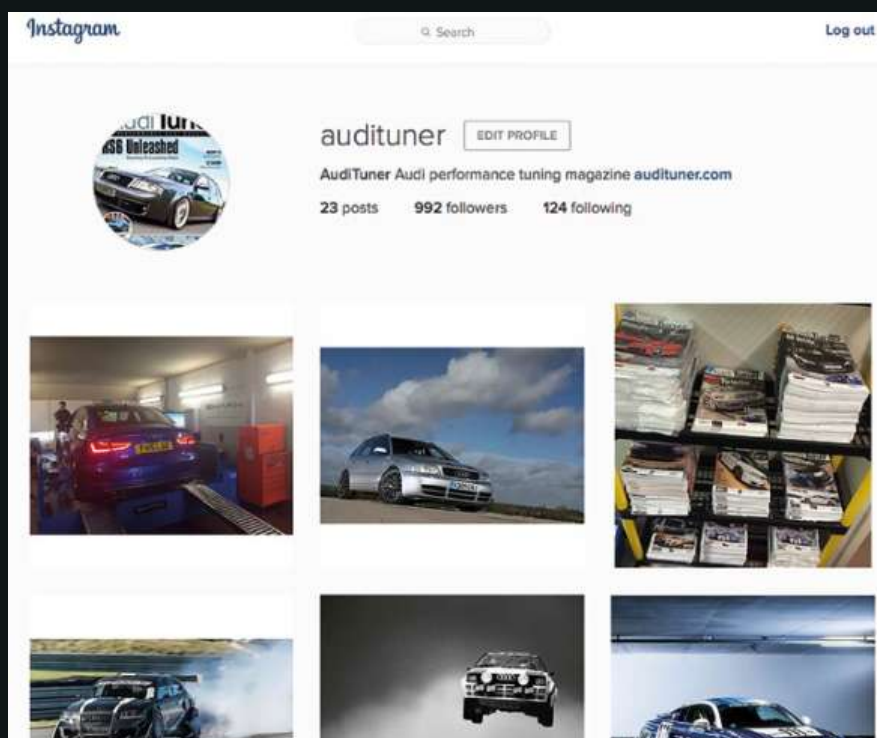
The tuning potential of the C7 RS6 is well documented, but several tuners are working on big power builds, with over 900bhp planned. Renowned forced induction experts, The Turbo Engineers, are heavily involved, creating bespoke blowers to maximise potential of the 4.0 V8. MRC

Tuning is currently working on two RS6s, so we'll follow the progress and let you know the outcome. With Jon Olsson's extreme RS6 making a reputed 950bhp on TTE turbos, we're expecting big things.

Look out next month for a full feature on what we think is the UK's first 900bhp C7 RS6...

FOLLOW US ON INSTAGRAM

It's taken us a while, but we've finally got our Instagram game together. So head over to #audituner to follow us. We'll be posting loads of cool Audi content, from behind the scenes pics from photoshoots, to the latest top secret new tuning products, competitions and much more. To kick things off, tag us in a pic of an Audi. It can be your own car, a friend's or just something you've seen in the street or at a show and be sure to tag #audituner



EXHAUST



Handcrafted in the USA and backed up by hundreds of hours R&D. AWE provide the very best exhaust for your Audi. With specific drone free S-Tronic and Cabrio applications, SwitchPath and Straight Pipe, AWE offer the widest range.

INTAKE



Rigorous CFD work ensures that AWE S-Flo and CCB intakes improve upon OE.

Featuring beautiful carbon fibre, AWE intakes enhance the premium feel of your Audi while producing real, measurable performance gains.



LIFESTYLE

Cool gear for Audi fans

AUDI R8 LMS ULTRA PHOENIX RACING

The Phoenix racing R8 LMS was driven to victory in the 2014 ADAC Nürburgring 24 hour race. This Spark 1:18 scale model is very nicely put together and limited to 750 pieces. A fantastic, highly detailed addition to any desk or mantelpiece.

Price: £121

From: www.racingmodels.com



OMEGA SEAMASTER AQUA TERRA

Launched to celebrate the latest James Bond film, this limited edition Seamaster features the Bond family coat of arms. The movement is visible through the sapphire crystal caseback, designed to resemble a gun barrel. Powered by the latest Master Co-Axial calibre 8507, this timepiece is resistant to magnetic fields and limited to 15,007 pieces. Very cool indeed, Mr Bond...

From: www.omega.com

Price: TBC



HUGO BOSS SPACIT

These smart black trainers from Boss feature a suede, textile and leather construction and black, low profile sole. There's also a Boss logo on the tongue, heel and a tab on the laces.

Price: £129

From: www.hugoboss.com



ROSE UNCLE JIMBO

German outfit, Rose's, latest 2016 model Uncle Jimbo, offers 160mm of rock swallowing travel. It won't let you down on the toughest enduro or a weekend away at the bike park. You choose the frame and the spec and Rose will build it in the UK and deliver it to you. Great value.

Price: £3200 (with spec shown)

From: www.rosebikes.co.uk



Bigger is Better

2.0 TFSI K03/K04 Oversize High Flow Intake Kit

1032 cm² surface
area filter

Manifold
Heatshield

90mm Inlet
diameter

OEM Mounted
2 piece Heatshield

UK £209 inc shipping - USA \$325 inc shipping - EUROPE €285 inc shipping



Panel Filters
RRP £29.99



1.8T Intake Induction
Kit Only £84.99

RAMAIR

Order Now @

ramair-filters.co.uk
+44(0)1980 635300

DRIVEN MAD



This month the Ed gets stuck into people who ruin their Audis with shocking modifications...



I fell over the other day. It was a proper, legs in the air, dramatic tumble that left me in a heap outside Sainsbury's. As I picked myself up off the floor, two things struck me: the pavement smelled of wee; and I really should watch out for old ladies with Scottie dogs that dart in front of you. So why was I not looking where I was going? Had a shapely pair of legs just

Quite apart from the horrendous paint – let's call it 'brolld' the rest of this, once executive, saloon had been – to use a term favoured by the *Max Power* generation – 'hit with the modifying stick'. Now, before you say it, yes I know this is an Audi tuning magazine. But, there's a world of difference between tuning or enhancing a car, and blindly chucking bits at it in the vain hope that

"On go the ultra-dark limo tints and the chrome aero wipers..."

jogged past? Perhaps I'd developed sleep apnoea and had a micro kip, mid-stride? Nope. I'd turned to stare at an Audi A6. But I wasn't looking in awe at a smartly tuned RS6. It wasn't even a tidy S6. It was a battered 2.0 TDI SE. And it was gold. Or brown (colours have never been my strong point). Anyway, this A6 was gopping.

it'll somehow make it look better. Give me an example I hear you cry! Well okay. Daytime running lights or DRLs (as people in the know call them). They look kinda cool built into the fancy headlights on a 2015 A6. They add to the menacing look of that aggressive front end. They are a good thing. But why do some people think it's okay to

try and retro fit them to a battered 2001 A6 that looks like it's been parked in the sea? I'm not even talking about the inventive souls that prise apart the OE headlights, to add some LEDs they got from Maplins, before wiring it all up and re-fitting them – although that's bad enough. I'm talking about the clowns that fit them in the lower bumper, or worse still in the grille. Nothing screams "look at me, I have no taste" like a set of eBay LEDs stuck on with tape and zip ties. But there's more.

People who like to 'enhance' their Audi with LEDs are usually fans of chrome too. Oh yes. While the rest of us are busy de-chroming our grilles and window surrounds, these magpies are adding the shiny stuff. I saw an A6 with a full chrome grille the other day. It looked awful. And to make matters worse, he'd added a chunky number plate with a chrome border! C6 A6s seem to suffer from these lack of taste mods, but it's the C5 that really gets it in the nuts. Many of these once proud cars have now fallen into the hands of people that used to drive a Vectra or Mondeo. They see the A6 as a cut above and want some of that Audi kudos. Nothing wrong with that – fair play to them. But they always balls it up. It's as if they get a rush of blood to the head and think to themselves, "how can I make my base spec A6 look better?" I know, I'll stick a load of eBay tat on it! Job done.

On go the ultra-dark 'limo' tints, the chrome aero wipers, the headlight eyebrows that don't quite fit properly, the Audi Sport stickers, the overly fussy, black chrome alloys with the wrong profile tyres. Now, don't get me wrong, every make of car attracts these clueless cretins, and everyone is entitled to their own opinion of what they think looks good, but come on! Just pack it in.

Right, I'm off to see if I can find a pair of chrome mirror covers for my A6... (that was a joke by the way!)

PERFORMANCE EXHAUST SYSTEMS
DESIGNED AND BUILT IN BRITAIN



ENGINEERED TO EXHILARATE



AUDI S3 8V HATCH, SEDAN & SPORTBACK

TO SAY THAT OUR OPTIONS FOR THE LATEST S3 ARE EXTENSIVE WOULD BE AN UNDERSTATEMENT. YOU'LL FIND NO LESS THAN **TWENTY-TWO SEPARATE CONFIGURATIONS** AVAILABLE, RANGING FROM DOWN-PIPE AND DE-CAT OPTIONS, AS WELL AS A RANGE OF CAT-BACK SYSTEMS AND A MULTITUDE OF TAILPIPE STYLES TO SUIT ALL TASTES INCLUDING POLISHED, 'BLACK VELVET', TITANIUM AND 'CERAKOTE' TO GIVE OWNERS THE CHANCE TO REALLY MAKE THEIR CAR THEIR OWN. **AN S3 OWNERS' ESSENTIAL AVAILABLE NOW.**

+44 (0)1332 227 280 // MILLTEKSPORT.COM

MILLTEK
SPORT



INBOX

Your comments and thoughts



Unfair comparison

In response to your feature on the A4 TDI being a credible S4 alternative, I have to say I disagree. Okay, the 3.0 diesel made good power, but it was still less than a stock B8 S4. Plus, the supercharged V6 in the S4 is sooooo much nicer than a diesel!

Harry, via email

A fair point, but we were not suggesting an A4 TDI is better than an S4; we set out to test how much improvement could be made with some quality upgrades. We focused on the chassis, which transformed the car into something that could out perform a stock S4 when flung around a test track. It also delivered fantastic on road capability. If these upgrades can do so much to improve a humble diesel, they'll be magnified on an S4 (one of our favourite cars, we might add!)



Oldie lover

It's great to see some older Audis in the magazine. The RS6 on the cover of issue 008 really is my dream car. I know about all the scare stories but, I want one, and will have one as soon as I sell my B5 S4. Modern Audis are great, but for me, the magic period was in the late 90s, early 2000s with cars like the B5 RS4 and C5 RS6 – big, brutal looking cars with epic performance.

Jason, via email



More US cars

Hi there, I'm based on the East Coast of America and I'm loving AudiTuner. There's nothing like it over here, so I eagerly await each new issue. One thing I'd like to request though, is to see more US content. There are some awesome Audis out here and huge shows such as Waterfest and H2O that attract the best cars. Thanks guys!

Dan, via email

Builds section

Love the mag, guys, but have you thought about a projects build section? I love reading about these on forums and think it could bring something else to the magazine.

Paul, via email

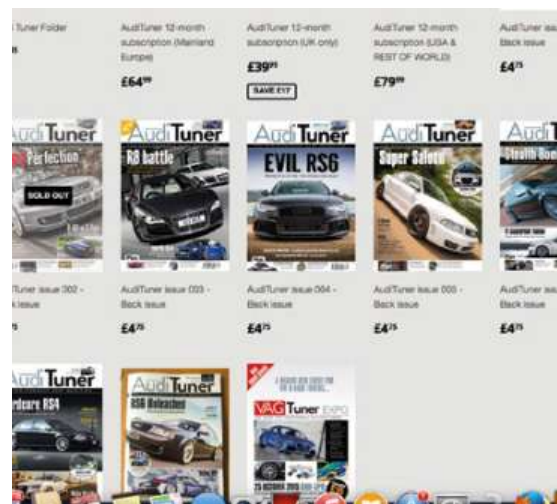
We've had several requests for a builds section – if you have something suitable, send us an email. If we get enough of them, we may be able to do it.



New subscriber

Hi Davy, I subscribed to AudiTuner yesterday at AITP (thanks for the beer!) and I briefly spoke to your wife who had by that time had a bit too much sun and needed a break. I also spoke to you and congratulated you on AudiTuner and told you to keep up the hard work; I just wanted to put it in writing. Just read the latest copy and you've done it again. Well done mate!

Lloyd Bowen (bald guy with a beard, we looked related!)



Back issues

Hi there, loving the magazine, but unfortunately I only discovered it at issue 008. Do you sell back issues? I need to read about the zoomph B5 RS4 saloon on the cover of 007. Please help!

Chris, via facebook

We do have a limited number of back issues available. Head to our new online shop www.vagtuner.co.uk where you can also purchase a subscription, plus register for free tickets to our new indoor show at Donington Park Exhibition Centre on 25 October.

Y
C
N
A
M
R
O
F
P
E
R
F
O
R
M
A
N
C
E

Delivering the service & power you really want!

Shark Performance has significantly grown over the past two years to be a recognised international tuning company. But, we don't just offer tuning upgrades, we have expanded into **vehicle servicing and repair**, **4wd dyno testing**, supply and fitting of **performance parts** plus, you can now order from our online website.

Dyno Testing

Have the performance of your car tested on our state of the art Bapco 4wd rolling road, and see your BHP! **Call for details.**

Shark Performance - AUDI/VW Tuning Upgrades

S3 8V to 350bhp	£649
S4 B8 to 400bhp	£649
2.0TDI 184PS to 235bhp	£649
2.0TFSI 211PS to 250bhp	£449
1.8TFSI 120/160PS to 200bhp	£449
2.0TDI CR110/120/136/140/143PS and 170/177PS	£449
2.0TFSI 200PS	£399
1.8T 150/180/210/225PS	£299
1.9TDI 100/105/115/130/150	£249

This is just a selection of the many maps we offer. Visit our website for full listings



TUNING REDEFINED

Authorised dealers for :

Team Dynamics



MILLTEK SPORT

VOLKSWAGEN
iRacing



Tel: 01623 33 22 33

sales@sharkperformance.co.uk

facebook.com/sharkperformance

Shark Performance, 6 Mansfield Networkcentre, Concorde Way, Mansfield, Nottinghamshire NG19 7JZ

Open hours: Monday - Friday 9.00am - 5.30pm.
Saturday 9.00am - 2.00pm

Find your nearest dealer at www.sharkperformance.co.uk

Q&A

We interview the big players in the tuning industry to find out what they do, and what's new in the Audi scene...

AudiTuner meets Steve Pound, MD of Milltek Sport



Tell us a bit about what you do at Milltek...

I'm the MD, so technically I'm in charge, but in reality, I have a great team so have a really good handle on what's going on. As well as steering the ship, I also get to choose and evaluate our new development and demo cars, research new markets, develop and nurture dealers and analyse where we're going as a company. As a petrolhead, it's a dream job, really!

How long does it take to develop a performance exhaust system for a new car?

Typical development time is 6 weeks in total, and this includes around 2 weeks on the initial design and testing at our R&D facility in Ilkeston – where we also manufacture all of our systems. Then it's a period of real world road and track testing and final design review before being productionised and released to the market.

Although we use all of the latest CNC and CAD manufacturing techniques, we still like to finish our systems by hand, so it can take a little longer. That said, we always want to be the first to market at the highest possible quality. That's why we always have each new Audi model on order the day it is released. You can't develop a new design unless you have the car to test it on!

What Audi development cars do you run?

Audi is an essential brand for us, so we currently run a fairly extensive fleet. That includes a 2014 Audi RS7 4.0 TFSI V8, 2015 Audi RSQ3 2.5 TFSI, 2015 Audi A3 1.8 TFSI Saloon, 2015 Audi SQ5 3.0 Bi-TDI and a 2013 Audi TTS Mk2 2.0 TFSI. Our Milltek Classic range is rapidly gaining global popularity, so our 1989 Audi UR quattro 10v is also a prized possession – as is my old Mk2 GTi. Not an Audi, I know, but I think many Audi fans started in VWs!

Which is your biggest Audi market?

It has to be the USA. North America really is a great market for us at the moment. With the addition of a new distributor in this region, ECS Tuning, we have seen our sales go from strength to strength there and it's a clientele that really knows what it likes. It's also a sales area where we really

need to stay sharp with regard to product quality – which suits us greatly. We are constantly working with design engineers to meet legislative targets like the CARB (California Air Research Board) and EC certification and constantly pushing to improve our quality means we are raising our game across our entire product range. This has to be good news all round.

What new products/applications do you have in the pipeline?

We have systems in development for the RSQ3, Mk3 TTS and new RS3. Again, we're really trying to push what's possible with these cars. Exhausts are no longer a bolt on pipe. These latest systems along with our new Valvesonic V2 technology, that will be released in the coming months, that now features full MMI integration and real-world enhancements to programmability of the sound of the exhaust system. They fully interface with the OEM controls, so for example, in Dynamic mode, or cold start, the exhaust will actually work and behave differently from Comfort mode. There's an awful lot more involved in one of our designs these days!

What's your current favourite Audi and why?

I have two; first it has to be RS7. The brutal power and noise of this car in Stage 2 trim with our new 76mm downpipes and 100 cell high flow cats, combined with Revo software makes this car a real weapon that can eat the miles on the longer journeys we regularly do across Europe.

The second is the SQ5... it's simply awesome. Having a number of development vehicles and a couple of race cars on fleet means I need to tow lots of cars, and the SQ5 handles this like no other car we have owned. And, once the trailer is off it surprises a lot of people how quick an SUV can be!

You always have a strong presence at shows; what do you think of the UK Audi/VW scene?

The Audi/VW show scene has been important to us as a brand and we enjoy



getting to take our fleet out to show people what we do. We have tried a different approach this year as we felt that some shows had become a little stagnant, but overall have been pleased to see attendance numbers growing and some new shows emerging like your VAG Tuner Expo, that we will be attending later in the year at our "home" circuit, Donington Park. We have also worked with our distributors around to world to increase our presence at shows like Worthersee in Austria and Waterfest in the USA.

We will also be making our way over to New Orleans in October to attend the new NOLA Speed and Style event (The Forge Action Day of the USA). Milltek's attendance to VW/Audi focused shows will certainly continue but we will also be stepping our game up with more of the bigger non-marque specific shows like Goodwood Festival of Speed and some different shows like the Classic Motor Show to help promote our Milltek Classic range.

Talk us through your average day...

It's maybe a cliché, but no two days are ever the same, really. I try to pack a lot in, so I start early, and you'll find me doing everything from answering the phone to planning our race programme. Perhaps liaising with our motorsport ambassador and test driver Tom Onslow-Cole, or, if I'm lucky and we have the time, joining him on track to monitor an R&D session. We still only sign off each system after a 'ten-tenths' track test by TOC. Visiting dealers and global distributors is a big part of my working life, so I travel a lot, but I think I'm still happiest when I'm visiting the factory just down the road in Ilkeston, Derbyshire.

We're so proud that we still make our entire range here in the UK and it's always good to see real craftsmanship in action, rolling the stainless steel and hand-finishing the welds. It makes me very proud to be responsible for our brand.

www.millteksport.com





SPECIALISED CUSTOM TUNING

FOR ALL S, RS, AND R PERFORMANCE AUDIS



IN-HOUSE DEVELOPED CUSTOM REMAPPING
PERFORMANCE PACKAGES
4WD DYNO CELL

FOLLOW US ON FACEBOOK TO SEE SOME OF THE PERFORMANCE AUDI TUNING WE DO EVERYDAY

INFO@MRCTUNING.COM | WWW.MRCTUNING.COM | FACEBOOK.COM/MRCTUNING

CALL +44 (0) 1295 277308

Words Davy Lewis Photography Mark Riccioni

CLUB CLASSIC

KW Automotive tuned this S1 quattro to show what can be achieved with their track day-focused Clubsport coilover system



The Nürburgring Nordschleife is an unforgiving beast. Over 13 miles of unforgiving tarmac that snakes its way through the verdant Eifel forest; it really does take no prisoners. A lap that begins in sunlight may turn to rain, fog or even snow by the time you're halfway around. It is not a place for the faint-hearted. But therein lies its appeal.

The very nature of this ultimate 'toll road' means it attracts many thousands of visitors. From seasoned drivers keen to enjoy every twist and turn as they chase a Bridge to Gantry time; to beginners taking it steady, happy just to be at this legendary circuit; its appeal is enduring.

The brutal nature of the Nordschleife means that it has become the place to test cars. It's not surprising, then, that manufacturers queue up to test their top secret new models here. You can see the heavily disguised mules being flung around by expert test drivers – if a car can perform well in this hostile environment, it will perform well anywhere.

It's for this very reason that KW Automotive, one of the world's most respected suspension manufacturers has a base here.

Consequently, the UK arm of the business run by MD, Richard Good, spends a lot of time out here. So when their latest project S1 needed a full shakedown, the KW team headed to the Ring.

KW S1 QUATTRO





The car itself was purchased with a plan already in mind.

“We wanted something to showcase the KW Clubsport range of coilovers,” says MD, Richard. “We’ve shown what our Variant 2 and 3 kits can do, but not really pushed the Clubsport range,” he adds. “Part of the challenge is making people aware of the differences between V3 and Clubsport. If you buy an S3 for example, a lot of people want to add some power, an exhaust and lower it. They want something that’s good for daily use and the occasional track outing. The Variant 3 is perfect for this,” he continues. “But, as soon as you get more serious; take out some weight; add semi-slicks etc, the Variant 3 is a bit soft.”

After two years adapting Variant 3 kits for those that wanted firmer spring rates for track days, KW decided to create the Clubsport solution – specifically tailored to the track enthusiast who demands more. The challenge was getting the message across that the Clubsport kit is a more track-focused solution, but not at the expense of on-road comfort. And so project S1 was born.

“We thought about a Porsche,” smiles Richard, “but they’re fast out of the box, so by adding our suspension, we’d just be making a fast car even faster.” The Audi on the other hand offered something else. “The S1 is okay in stock form but, for me, it’s a little boring,” admits Richard. Not to say that the baby quattro is a bad car. Far from it. I’ve driven several, including Revo’s 340bhp tuned example and it’s one of the most fun Audis I’ve ever driven. But, there’s the point – it’s been tuned. In standard trim they are a little safe; there’s so much more to be had.

“We wanted to make the S1 more aggressive,” states Richard. If

it was to showcase the Clubsport coilovers, it had to have the full Clubsport package in the same vein as the mighty Porsche GT3 RS – that meant bucket seats, a half-cage and, of course, semi-slicks.

With a virgin white S1 quattro delivered, work began on upgrading it.

As you’d expect, the first thing to do was get it to KW’s local track, Brands Hatch, to give it a shakedown. After all, it’s hard to measure improvement if you don’t have a stock car to compare it with. KW’s resident test driver, Marc Kemp, was drafted in to put the little Audi through its paces. As a professional instructor and Time Attack driver, he’s also a Ring veteran with well over 1000 laps under his belt. It’s safe to say the man can pedal a bit.



**“We wanted to make the
S1 more aggressive”**





Unsurprisingly for a stock road car, the limits were soon reached and it was clear that huge improvements could be made with suspension upgrades (a tendency to under steer and a lack of willingness to turn in being the main issues.)

The S1 was rolled into KW's workshop to have the Clubsport kit fitted up. The coilovers are fully adjustable for height, plus bump and rebound, and can be spec'd with adjustable top mounts for that extra fine tuning of the suspension geometry – essential to create a capable track car. This would allow the toe and castor to be tweaked for that crisp and predictable turn in.

"With the first test Clubsport kit fitted, I thought it felt great," comments Richard, but test driver Marc spotted a couple of flaws at Brands Hatch. "Coming into a dip, the rear springs compressed so much that the rear wheel was in the arch – it wasn't stiff enough under extreme conditions." KW decided they needed to find a better balance. "We also found that if the rear end squats to a certain point, it trips a sensor and the ECU puts the car into limp mode – not what you want on track!" he laughs. "It's things like this that you can only find out by testing things properly on track."

With a list of improvements noted, Richard, Marc and the team

headed out to the Nürburgring. The first stop was KW's partners, Raeder Motorsport. Here technician, Christoph, was tasked with carrying out the adjustments they wanted, which included firmer front and rear spring rates, plus adjustments to the toe, castor and a full corner weight set-up. All of this took a full day; then it was time to test it on track.

With over 1000 laps behind him, Marc Kemp knows every inch of the Nordschleife and he wasted no time in putting the S1 through it paces. "We joined an RMA track day," recalls Richard, "it was full of high-end cars with well-heeled owners, and they were all amazed by the little Audi," he smiles. "We had people coming over to say how impressed they were and wanting to find out what we'd done to the suspension." The fact Marc was able to leave cars with much more power behind in the turns, demonstrated how well set up it had been. "They caught up with us on the straights, but once into the turns, we could brake later and turn in much harder; leaving them behind again."

The revisions that had been suggested at Brands Hatch had now been fully proven on the most demanding track in the world.

Of course, with the suspension set-up nailed, the rest of the car





KW CLUBSPORT

KW Clubsport coilovers have been designed to offer race car technology for the road and track day use. Think of the Variant 3 for the average guy with a mildly tuned Audi and Clubsport for someone that intends to drive harder and use their car more on track; but the Clubsport package still offers comfort and compliance for the road.

There are a multitude of settings and adjustments available with the 2-way Clubsport – 16 clicks of rebound and 12 clicks of bump, so the perfect set up can be achieved according to your driving style. If you're reducing the weight or adding different wheels and tyres, it allows a bespoke set up to be achieved. Adjustable top mounts are available for even more fine tuning of the castor and camber (dependant on model) to dial in that turn in. KW Clubsport is a very well made and easy to adjust system.



Far left: The KW test base **left:** Marc Kemp puts the S1 through it paces

THE NÜRBURGRING

The Ring is the most infamous track on earth. This 13+ mile test of car and driver is unique in that it's the longest circuit in the world, as well as technically a public toll road. You pay your entrance fee, then off you go for your lap.

The ageing surface and undulating geography is key to its character. Unlike glass-smooth modern race tracks, the Ring can and does catch people out. It's for this reason that companies such as KW have test bases here, to put their products through rigorous testing. If something performs well here, it'll perform well anywhere.



KW'S PARTNERS

KW would like to say a big thank you to all their industry partners that helped to create this project:

Cobra www.cobraseats.co.uk
Revo www.revotechnik.com
HEL www.helperformance.com
Toyo www.toyo.co.uk
Scorpion www.scorpion-exhausts.com
Wiechers www.wiechers-sport.de
Raeder Motorsport
www.raeder-motorsport.de
OZ Wheels www.ozracing.co.uk
RMA Track Days
www.rmatrackdays.com



couldn't be left stock. Cobra supplied a bespoke set of their latest seats, complete with KW logos and custom sub frames, to get them sitting nice and low (when your test driver is 6ft 5in, things like this matter!) The rear seats have been trimmed to match and Cobra went the extra mile by treating the gear and hand brake gaiters, together with the door cards to Alcantara with contrasting red stitching. It really does look like an OEM factory special. The final interior touch is a half-roll cage. It was designed and fitted by German company, Wiechers, who specialise in prototype cars; in fact they built the roll cage fitted to Audi's very own TT Clubsport Turbo (featured in AT issue 006). It uses the seatbelt mounting points to create a truly bolt-in affair that can be easily removed.

Although this S1 is very much about showcasing what can be achieved with the Clubsport suspension, there was no way the engine was going to be left stock. The 2.0 TFSI unit kicks out a healthy 228bhp from standard, but there's a lot more to be had with some simple upgrades.

Revo were chosen to supply a custom map, and there's a full Scorpion exhaust fitted. The turbo back exhaust includes a sports cat and some purposeful looking quad oval tailpipes. Together with a Revo carbon air intake, power is around 320bhp with over 360lb/ft of torque. That may not sound huge, but bear in mind this is in an extremely well set-up car. The engine and chassis upgrades combine to create a devastatingly capable package on the road or on track days. As race instructor Marc Kemp says, "I was very surprised; I didn't expect it to do what it did. You [Richard] must be very pleased with that."

And there we have it. KW's S1 quattro Clubsport is a little monster. Look out for it at track events this year and see it at our new indoor event, VAG Tuner Expo on 25 October. **AT**



Above: Test driver Marc Kemp rocking some cool shades...

SPECIFICATION

Audi S1 quattro Clubsport

Engine

2.0 TFSI, Revo custom ECU software, Scorpion turbo back exhaust system with quad oval tailpipes and sports cat, Revo carbon fibre intake

Power

320bhp and 360lb/ft

Transmission

6-speed manual, stock clutch (for now)

Brakes

OEM discs with Pagid RS Yellow pads, HEL lines, Castrol race fluid

Suspension

KW Clubsport coilovers with adjustable top mounts, geometry fully setup and corner weighted by Raeder Motorsport

Wheels and Tyres

White OZ multi-spoke alloys in 8x17in with Toyo R888 semi-slick tyres

Exterior

3-door Audi S1 quattro in Ibis white with KW logos

Interior

Bespoke Cobra bucket seats with harnesses, rear seats trimmed to match, Wiechers custom half roll cage, Alcantara door cards and gear/handbrake gaiters with red stitching

Tuning contacts

KW Automotive www.kwautomotive.co.uk

Thanks to Ben and Mark at SceneMedia for all their help with the feature



Increase Your Power, Torque & Grin

With Revo Software you can transform your Audi

Revo Software is designed to increase performance, enhance drive-ability and harness the true potential of your engine. Software is available for a wide range of Audi models and installation is safe, quick and carried out via the OBD port by a trained Revo dealer technician. To find your nearest dealer or to learn more about ECU software, visit our website or give us a call.

Available Audi Software									
A1	A2	A3	A4	A5	A6	A7	A8	Q3	
Q5	Q7	R8	RS3	RS4	RS5	RS6	S1	S3	
S4	S5	S6	S7	S8	SQ5	TT	TT S	TT RS	





Words Davy Lewis Photography Jape Tiitinen

Smoking Skills

A TDI oil burner that can outpace an S5? That's exactly what this tuned, 370hp A5 is capable of...





Let's get one thing straight – modern Audi TDIs are damned good engines. Common Rail technology, combined with the latest turbos (two of them in many cases) and a decent engine capacity, ensures that, even factory TDIs are rapid. Don't believe me? Then get yourself over to your local Audi dealer and test drive the latest A6 BiTDI with 316bhp. Or maybe a 4.2 TDI in the A8. These are seriously capable cars with a surprising mid range punch.

Unfortunately, they tend to cost upwards of 40K. Heck, a fully spec'd A8 4.2 TDI is over £70K!

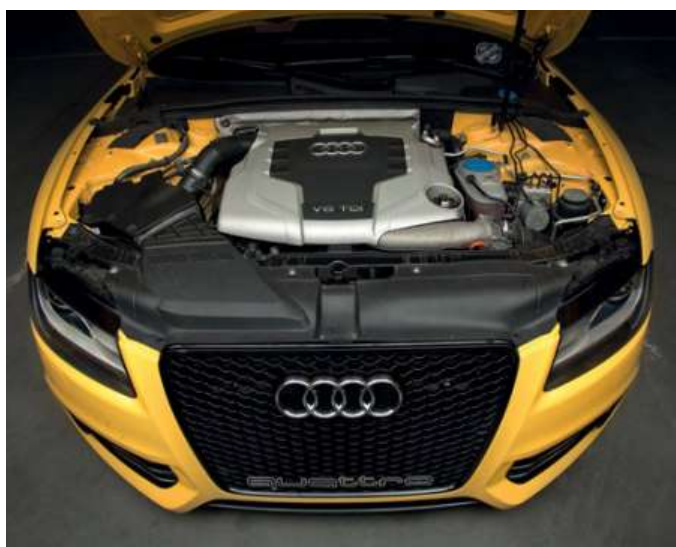
But there is another option...

The 3.0 V6 TDI is a cracking power plant. Found in various A4s, A5s, A6s, A7s, A8s and Q5/Q7s, it can be tuned for impressive power. In fact, when I was looking for an AudiTuner project car – I went for an A6 with the 3.0 diesel.

It seems I'm not alone in spotting the tuning potential of the derv V6. I've spoken with numerous readers with the same engine and they all enthuse about how lively it is and how much potential it offers those of us that like to tweak our cars.

It was this knowledge of the 3.0 V6's potential that led Finnish tuner, Tuukka Nivala, to begin searching for his perfect car.

It wasn't easy, as he recalls, "It had to be Imola yellow and it had to be a 3.0 TDI," he explains. Unfortunately, Imola A5s are rather rare in Finland and as for finding one with a three-litre manual, he



Top: Front end looks FRESH!
Above: Tuned 3.0 TDI is a beast



"It had to be yellow and it had to be a 3.0 TDI"

may as well been looking for an RS2 with delivery miles.

After a monumental two year hunt for the perfect car, Tuuka finally struck lucky. The only problem was that it was in Germany.

Not one to let geography get in his way, Tuuka got his arse over to Germany and did the deal on the Imola A5. A wise move really; I mean how many of these were actually made?

With the well loved 3.0 TDI sat on his driveway, the upgrades began in earnest.

The thing is, Tuuka had been so confident he'd find the perfect project car, that he'd already begun assembling the upgrades. An RS-style front grille, an S5 front bumper and a full S5 interior in a rather lively shade of Magma red.

So the first job was to get all of these S upgrades attached to his new purchase. Fortunately, being OE kit it all went on without any fuss or drama and immediately gave the A5 a much more aggressive and purposeful look.

A devotee of air-ride, there was never any doubt that this A5 would be 'bagged'. Tuuka's local roads are challenging to say the least and to get the drop he wanted on coilovers would have been



Left: Brada alloys and Lambo brakes make a potent combination

Opp: 10x20in forged alloys and C7 RS6 brakes front and rear



too harsh for a daily driven car.

The air-bag kit was also sitting in his garage, having been removed from his last Audi project, an A6 4F. Accuair E-level management was added to have full control over the system, while the Viar compressor is located in the spare wheel well to keep the boot usable.

With the air-ride offering a huge drop, Tuukka began the hunt for a set of wheels that would blow people away. Not an easy task for someone with a serious wheel fetish! "I started with stock 9x20in Speedlines, then 10x18in Ferrari 360 BBSs, followed by some 9.5x20in Bentley Continental GT limited edition wheels and then a set of 10 and 11x19in BBS Le Mans," he recalls. "They were all good, but not really the best they could be. Then I found a company called Brada wheels in the USA. I fell in love with their TR5 design. They are custom hand-built 3-piece wheels. At the front I run 10.5x20in and at the rear 11.5x20in – now the wheels sit like they should!"



"With custom software it now has at least 370hp and over 700Nm"

he smiles.

Next came some further tweaks to the exterior. All of the window trims were done in a gloss black 3M vinyl, before a set of OEM LED rear lights were fitted up – they look much fresher.

A stickler for detail, Tuuka then decided to have the entire car resprayed in OE Imola yellow. Which begs the question, why didn't he settle for any colour when looking for the car in the first place; the reply is that he wasn't planning a respray then.

Inside, things have been livened up with the Magma red S5 interior. It's very bright and not to everyone's taste perhaps, but we love it. A flat-bottom TT steering wheel joins the party, together with some more black wrapped trim.

Living in Finland and being into cars, you can't drive a stock motor. And a big part of the decision to get a 3.0 V6 TDI was its inherent tunability.

"For the first year I was running with basic software producing around 290hp, but soon that was not enough," laughs the flying

A5 3.0 TDI



Left: Magma red seats came from an S5 **Below:** Air-ride system is hidden in the boot **Bottom:** Red detailing livens up the plastics





Fin. "I bought another turbo which was custom uprated by Arctic Performance. I ordered a bigger intercooler from Darkside Developments in the UK, plus a full Supersprint exhaust with a DPF delete." With custom software it now has at least 370hp and over 700Nm of torque. Impressive figures for a petrol S or RS car, let alone a humble diesel.

"Amazingly the stock clutch still holds up (fingers crossed!). I have a few tricks still up my sleeve – I believe we are going to over 400hp soon," he continues. "It now does even more miles per gallon than stock, and beats a stock S5 anytime. It doesn't sound like a diesel anymore either, with only rear mufflers in place the sound is very much like a petrol." In fact, if you head to YouTube and type in 'Broo Performance A5 3.0 TDI' you can see and hear a short clip of another tuned A5 diesel – make sure you turn up your speakers; it sounds like no diesel on earth!

Using typical Finnish logic, Tukka declares, "If it goes, it must also stop" Wise words! "I bought a set of Lamborghini Gallardo 8-pot Brembos and had custom adapters made to fit them to the A5." The 365mm discs are from a C5 RS6, while the rears are stock with drilled Zimmerman discs. It's a serious brake setup and looks ace behind the 20in Bradas.

This A5 is one of those cars that people may look at and dismiss as a show queen. It certainly has the fancy rims and the air-ride. However, anyone naive enough to challenge it on the road will soon discover it packs one hell of a punch; leaving others behind in a cloud of black smoke. A true flying banana! **AT**

Above: It sounds ace in the tunnel – take our word!

SPECIFICATION

A5 3.0 V6 TDI quattro Coupe

Engine

3.0 V6 TDI, Garrett hybrid turbo by Arctic Performance, Darkside Developments intercooler, full Supersprint exhaust system including downpipe with DPF and cat delete, custom ECU software

Power

370hp and 700Nm

Transmission

6-speed manual, stock clutch (for now!) quattro 4WD

Brakes

Front: Lamborghini Gallardo 8-piston calipers, C5 RS6 365mm drilled discs. Rear: stock calipers, drilled discs, HEL braided hoses

Suspension

Custom air-ride with Accuair E-level management

Wheels & Tyres

3-piece Brada TR5, 10.5x20 and 11.5x20in with Falken 245/30 and 285/25 tyres

Interior

Full S5 Magma red leather interior, flat-bottom S-line steering wheel from TT, S5 pedals, black wrapped trims

Exterior

S5 front bumper, S-line side sills, RS5 grille, rear valance and front bumper grilles painted gloss black, OEM LED taillights

Tuning contacts/thanks

facebook.com/dukeworks.photography

instagram: @dukeworks

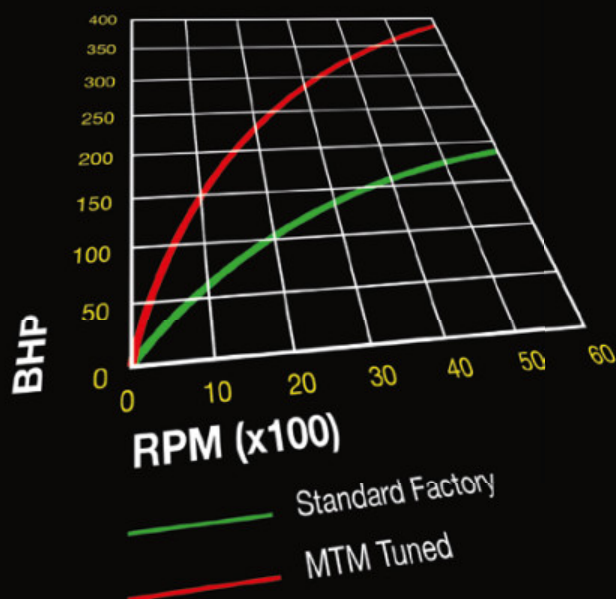
www.duke.1g.fi Finstrippers

Effortless power...

...addictive torque

Britain's leading Audi tuning specialist Kim Collins at **qst** has been performance tuning everything from Ur-quattros to R8s since 1990. Creating **ultimate dream machines** with the help of Motoren-Technik-Mayer, the German tuning house for all things Audi motorsport. Adding **poise, pace and presence** to your Audi or VW. Increasing bhp and torque to transform the power delivery and driver enjoyment for years to come.

- Performance tuning for all forced induction VAG petrol and TDI engines, including Skoda and SEAT
- Servicing, repairs and fault-finding
- Full four-wheel alignment system
- Latest state-of-the-art Maha rolling road for engine mapping and power verification



S3 8V

**360 bhp
450 Nm**



RS6 C7

**675-722 bhp
360 Nm**



S4 B8

**430 bhp
515 Nm**



SQ5

**313 bhp
650 Nm**



qst sole UK agent for

MTM
MOTOREN-TECHNIK-MAYER

Independent specialist, not part of Audi UK

qst

Optimise don't compromise

Tel: 01444 451 542 www.qstuning.com

4 Bridge Road, Haywards Heath, West Sussex RH16 1UA
Fax: 01444 458 489 Email: kim@qstuning.com



Words Davy Lewis Photography Adrian Brannan

MKS MONSTER

With a double injection of methanol, this MKS Performance S3 is the most powerful Ko4 hybrid 8L we know of – who says you need a big turbo...?





Above: 9.5in wide Rotas look great

Everyone has their own way of doing things. From cooking your steak, to cleaning your car – you find a way that suits and you stick with it. And to a certain extent this extends to the world of performance tuning. There are many different ways to create more power and everyone has strong views on which is the best method.

For a forced induction car, there's no doubt that increasing turbo efficiency is the most effective way to increase power. However, there's more to it than simply bolting on the largest turbo you can find on eBay.

Turbocharged engines present a particular set of challenges for tuners. The bottom end needs to be strong enough to handle the extra boost; the cooling system must be uprated to deal with the high temperatures created by harnessing the spent exhaust gasses; and supporting upgrades all need consideration including fuelling, airflow and engine management.

When Matt Shannon began tinkering with his S3, he had a very fixed idea of what he wanted to achieve. "I'd already owned a tuned Octavia VRS 4x4, which is basically the same car underneath," he comments. Having a lot of experience with the ubiquitous 1.8 20v

turbo unit, Matt decided to purchase an S3 to work on, although he admits, "I bought it behind my wife's back." Brave man.

The original plan was to rebuild the engine so that it would make 500bhp with a big turbo. But, at the last minute, he changed his mind. "It's harder to achieve good power with a Ko4 hybrid, than with a big turbo," he says. Which is why this particular BAM unit runs dual methanol injection. "The largest port injects it immediately after the intercooler to keep the charge temps down, while the second injects it immediately before the throttle body. This helps to cool the cylinders and also increase the octane rating, as well as keeping the exhaust gas temps at a safe level. "It effectively 'steam cleans' the engine," smiles Matt. Should the meth run out, the map reverts to its lower state of tune at 280bhp to prevent damage.

An oil and gas engineer by trade, Matt has been building up MKS Tuning for a few years now. It was a part time job until redundancy gave him the push to go full time and the S3 has become his demo vehicle to showcase what can be achieved.

The engine itself has been fully blue printed – a

Right Heat management is taken seriously **Below:** 1.8T look immaculate



Above: D2 6-pots
right: Battery and methanol tank in the spare wheel well

highly skilled method of measuring oil clearances to indicate how much life is left in vital components. The stock pistons were deemed good enough to use, but were fully refurbished with new shells etc. You can see the detailed engine spec in the spec box later on, but it's a comprehensive build that ensures the S3 can take 500bhp if Matt wishes to fit a big turbo at some stage.

Having done the entire build himself, the only outside help came in the form of the balancing (which requires highly expensive machinery) and the custom map. Badger5 took care of the map and have created a set up with five settings, from a low stressed 280bhp, right the way up to the full-fat 370bhp with methanol.

To get the power down, Matt has done away with the dual mass flywheel and fitted a meaty Loba single mass kit. There's also a rare Haldex Blue controller, which allows power to be adjusted front to rear as required. With sticky Yokohama Parada Spec 2s, this fierce S3 lays down its ample power very effectively.

Key to this is the nature of the Ko4 hybrid, which spools up quickly, delivering a linear response, rather than the big bang associated with a big turbo. The great thing about this precision build is that it is very drivable; the turbo kicks in at 3000rpm, so there's always power there when you want it.

With the ability to hit 60mph from rest in around four seconds and some pretty lively in-gear acceleration, it's easy to find yourself moving at a rapid rate of knots in this S3. Matt has wisely fitted some hefty stoppers in the form of D2 six-pots which clamp down on 356mm discs. Tucked up behind the timeless Rota Grids in a beefy 9.5x18, they do an admirable job of standing this S3 on its nose.

Now, it would have been easy to strip the interior and save weight, further improving the performance of this hard-charging S3, but Matt wanted to retain its usability. Inside it's all very nice with stock electric, leather Recaros and Bose audio – so stripping it was never an option. There are some additions though. A Liquigauge unit has been mounted in the driver's side air vent. This offers a multitude of functions, from checking essential EGT, boost and other data, to reading fault codes – there's even a performance timer incorporated.

Pop the tailgate and you'll find the plumbing and tank for the methanol injection kit, plus a battery. Both

“The ability to hit 60mph from rest in around 4 seconds”





Left: Liquigauge is neatly mounted
Below Left: Go Go Juice aka methanol injection!



had to be relocated with an already tight engine bay, but sit neatly in the spare wheel well.

Outside, apart from the MKS company logos and the cut outs to the front bumper to maximise airflow, you'd think this was just another lightly tuned S3, possibly making 260bhp with a remap and performance exhaust. But once that needle hits 3000rpm, you'd realise it has serious potential – enough to keep up with a B7 RS4 and leave stock Evos wondering what just happened.

As Matt says, it would have been straightforward to bolt on a large turbo, strip it out and create a big boosting monster. But that's not the point. For him, this build was about doing things differently. Creating a powerful, but usable road car that retains its original character. The fact it still has the original 122k-mile block and uses a K04 hybrid makes it all the sweeter. It goes to show what a proper engineer's approach to engine building can achieve. **AT**



Top: This S3 can shift **Above:** Would make a cool necklace for petrolheads!

SPECIFICATION

Audi S3 8L

Engine

1.8 20v turbo BAM with full MKS Performance rebuild and motorsport blue print, Badger5 custom map, 5 map selectable programme, 370bhp & 364lb/ft max with power ranging down to 280bhp min, Supertech Nitrate inlet and Inconel exhaust valves with HD springs and single groove collets, BADGER5 V2.2 80mm turbo intake pipe with BMC induction filter and heat shield, BADGER5 V2 high-flow cast manifold with large port mod, BEACHBUGGY TURBO Stage 4 Hybrid K04 turbo also with B5 large port mod in hot side, AEB large port cylinder head, Supertech Nitrate inlet and Inconel exhaust valves with HD springs and single groove collets, 600x300x76mm Toyo sport type B front mount intercooler, Pipewerx 3in down pipe and custom 5in sports cat, Milltek cat back exhaust, Devilsown dual port 100% methanol injection with solenoid upgrade and inline pressure gauge, DO3 injector post front mount intercooler and DO1 injector pre throttle body, 550cc Bosch injectors, IE Tuscan rods (rifle drilled), ACL big end shells and Mahle main shells, ARP main and head stud kit, OEM pistons but new rings still at 81.5mm bore, full Forge coolant hose kit, Forge 008 DV, Draft45designs oil catch can with custom catch can system, N249 valve delete

Transmission

Loba stage 2 single-mass flywheel kit, ECS metal clutch bleeder (must have for smf kit), Haldex blue controller

Brakes

D2 356mm 6-pot brakes with drilled rotors

Suspension

AP coilovers, adjustable rear control arms for camber control

Wheels and Tyres

Rota Grid Drift, 9.5x18in, Yokohama Parada Spec 2 rubber

Exterior

2x genuine Audi front wings inc. bumper respray, cut out front bumper, black Audi badges, MKS graphics

Interior

Liquigauge (obd data screen) in D/S air vent, batt relocation to the boot, Devilsown 2.25gal race baffled meth tank in boot, boost, oil and meth pressure gauge's with meth injection kill switch

Tuning Contacts

MKS Performance

www.mksperformance.co.uk Badger5 www.badger5.biz



STADT TECHNIK

■ SERVICE ■ REPAIR ■ TUNING
INDEPENDENT AUDI SPECIALISTS



STADT TECHNIK IS
NOW THE HOME OF

revo
Manchester

SPECIAL OFFERS
AVAILABLE FOR
AUDI TUNER READERS

AudiTuner
THE PERFORMANCE AUDI MAGAZINE



0161 825 0000

WWW.STADTTTECHNIK.CO.UK

colin@stadttechnik.co.uk

STADT Technology & Development Centre, Guinness Road, Trafford Park, Manchester, M17 1SD

Words Dan Goodyer Photography AJ Walker

RED LETTER DAYS

Audi never sold a Misano red DTM A4, so Craig Collingworth built his own – with a top-mounted GT3076r and 500bhp under the bonnet for good measure!







At first glance you might think this is a factory-built B7 A4 DTM Edition with a set of aftermarket wheels. However, look a little closer behind those 19in BBS alloys... Large Brembo brake calipers from a Porsche Cayenne S hint there's a bit more going on here than you might expect.

If you know your quattro from your Quattro, you might also be aware that Audi never sold the DTM Edition A4 in this stunning shade of Misano Red Pearl. Or you might just have read that fact in the intro. Either way, colour is very important to the owner, 31 year-old Craig Collingworth, a man who has sprayed cars for a living.

Craig bought the car around four years ago. It began life as a 2006 B7 A4 2.0 TFSI quattro Special Edition. Already a very nice car to have as a daily-driver, it had leather trim, lots of toys and a BUL engine with a Ko3 turbo pushing out around 220bhp. For three years Craig restrained himself from tuning it. He didn't feel the need, only fitting the BBS wheels after finding them for sale on eBay at a ridiculously low price. Then in early 2014, Craig bolted a hybrid Ko4 to it, some S3 fuel injectors and a Unicorn Motor Developments remap – and recorded the second-fastest known quarter mile time in the world for a 2.0T A4!

He explains: "We started going to York Raceway for a bit of a laugh. Rick at Unicorn Motor Developments had re-flashed the ECU to make the engine produce 360bhp and 360lb/ft torque, and added launch-control and flat-shift. The surface at York isn't great to be honest but we still managed a 13.4s at 101mph, which according to all the info we could find on the AudiSport and Audizine forums, was the second-fastest quarter ever recorded for a non-S 2.0-litre A4. Thing is, that just made me want to go faster."

At the time Craig had bought a genuine DTM Edition A4 in need of a new engine. The plan was to source a new engine for it

and then sell it. Then he had an idea: "I realised the BUL engine in my A4 was exactly the same as the engine fitted to the DTM, so I swapped it over and sold the DTM complete. They only ever made 250, so I really wanted to keep it on the road. Plus the money from the sale helped me set up my own company and part-funded the next step of the project."

Craig had been working for Elite Customs in Leeds. Specifically, he was working for Elite Wheel Repair, using his painting skills to good effect. He then set up his own business on the same premises, CR Motorsport. Specialising in painting and drag racing to begin with, the company quickly grew to carry out engine work, servicing and more. His A4 would become the unofficial company demo car, so it needed a proper engine build.

To cut a very long story short, a lot of money was invested in a



A4 2.0 TFSI

Left and below: Craig has equipped his A4 with a genuine DTM Edition bodykit, including the carbon fibre rear spoiler



Below: GTX3076r turbo provides ample boost to create a claimed 500bhp



fully-forged S3 CDL engine that went bang. It featured trick parts including a set of pocketed pistons to allow the use of high-lift cams. However, Craig had out sourced the head-work, which included a set of oversized valves. He speculates some of the valves came into contact with each other, sparking a chain of events that wrecked the whole engine and turbo. Not wishing to be burned twice, Craig looked around for an alternative and found a proven engine for sale. It had been built by Rob at TSR Performance and was already making good power.

Using that engine as the base, the CR Motorsport guys went about doing something a bit different. Craig created the first top-mounted TFSI A4 in the UK by importing an AR Design exhaust manifold from the States. Onto this he placed a Garrett GTX3076r turbo built by Turbo Clinic, Craig adds: "The turbo recommendation came from Paul at Turbo Clinic. He's been extremely helpful during the build and I highly recommend him. I ordered a 3in AR Design downpipe and had Tony Banks Exhausts in Leeds mate that to a Milltek Sport 3in system, featuring just one silencer box on either side of the rear bumper. On a dark night with the flat-shift switched on, you can see 4-foot flames shooting out the back of it and from the screamer pipe at the rear of the bay!"

While the car was off the road, Craig had also taken the opportunity to upgrade the suspension and brakes, along with fitting an OEM DTM bodykit that he resprayed himself. He explains: "The ride was very wallowy but I didn't want to turn it into a stiff racecar, so I went for Eibach Pro Street coilovers and fixed anti-roll bars. The result is perfect in my opinion. The whole car feels like it's factory-spec when driven normally, then transforms



Above: Calipers are from a Porsche Cayenne S **Bottom:** A4 is around 250kg lighter than a B7 RS4 and more powerful!







into a much more capable car as soon as you start pushing.”

He continues: “A lot of thought has gone into the car. I’m always on the Audi forums under the username “CraigCull”. Hours of research have gone into every aspect but with a very specific plan. The whole tuning thing is something I’ve been into for a long time, but I’ve only felt the need to act on it again in the past year or so. These days I’m into cars that look relatively standard – subtle, but with insane performance available, which I’d like to think I’ve created here.”

He’s not wrong. The mapping is still a work in progress but the car is already very quick, especially for a regular A4. Read the spec for some of the highlights; custom air intake that solves the heat-sink problem, custom breather system, a second set of injectors, water-methanol injection, the list goes on. At the moment it’s running two maps, both written by Rick at Unicorn Motor Developments. One for 25psi boost and around 450bhp, the other a 30psi map for around 500bhp.

With a bit more boost the engine should make 550-580bhp, that’s Craig’s aim anyway. Then it’s back to the drag strip to see if he can break some more records, and confuse more people with the only red DTM Edition in existence. **AT**



Above: quattro helps get the power down



SPECIFICATION

A4 2.0 TFSI quattro Special Edition

ENGINE

CDL 2.0 TFSI S3 engine rebuilt and forged by TSR Performance including 83mm Wossner pistons, Wossner connecting rods, 1.8T oil pump conversion, Supertech valves and valve springs, F-Tech Motorsport inlet manifold with second set of fuel injectors, RS4 fuel injectors, fuel pressure regulator, in-tank fuel pump and controller. Autotech high pressure fuel pump, Garrett GTX3076r turbo with .63 a/r turbine housing and v-band clamp, AR Design top-mount manifold and 3in downpipe, Milltek Sport 3in exhaust with two rear silencer boxes and 2.5in tailpipes, TiAL Sport MVS external wastegate with screamer pipe, TiAL Sport 50mm recirculating diverter valve, custom front-mounted intercooler with 2.5in hard pipes, AEM Water/Methanol injection, IE valve cover with vent-to-atmosphere catch can replacing pcv, N205 camshaft adjustment valve delete, N249 pressure control valve delete, inlet manifold runner flap delete, 3in MAF sensor, custom air intake, OEM ECU re-flashed by Rick at Unicorn Motor Developments with 4 switchable maps

TRANSMISSION

6-speed manual gearbox, APR/Southbend Stage III clutch and single mass flywheel conversion, USP short shifter, launch control and flat-shift

BRAKES

6-pot Porsche Cayenne S 18z Brembo calipers up front with machined ML55 345x14mm grooved and drilled discs, S4 rear brake conversion including single piston floating calipers and 300mm drilled and grooved discs. Pagid Fast Road pads all round, braided lines

SUSPENSION

Eibach Pro Street coilovers, Eibach front and rear anti-roll bars

WHEELS & TYRES

8.5x19in BBS CH009 alloy wheels wrapped in 235/35x19 Michelin Pilot Super Sport tyres

EXTERIOR

DTM Edition OEM bodykit including carbon fibre rear spoiler, Misano Red Pearl paint

INTERIOR

A4 quattro Special Edition leather trim

Tuning contacts/thanks

Rick at Unicorn Motor Developments, Paul at Turbo Clinic, Dave and Martin at Elite Wheel Repair, Rob TSR Performance, Ryan Wheatley (the R in CR Motorsport).



ALPINE STYLE

Premium Infotainment System for Audi A4 and A5

When Alpine decided to develop an infotainment system for Audi drivers, we had only one goal in mind: to create a high-end system that exceeds all the expectations Audi owners may have. The result is a premium infotainment system that perfectly integrates into the Audi A4 and A5 to bring the latest media compatibility, cutting-edge navigation technology and audiophile sound quality to your vehicle. All components are designed to fit perfectly in existing installation locations and integrate fully with the vehicle's electronic systems.

Perfect vehicle integration with premium components. Performance without compromise.

Welcome to Alpine Style.



Words Davy Lewis Photography ABT Sportsline

FIRST IN LINE

ABT Sportsline are always one of the first to market with tuning upgrades for new Audis; this kit for the latest RS3 is another corker...





“A healthy increase to 430hp and 530Nm”



Top RS3 looks ready for action **Above:** Interior is very well kitted out

The IT revolution means that we're all now able to achieve things faster than we could ever have imagined, even ten years ago. From doing your weekly shop online, to buying parts for your car; it's only a click of a mouse or swipe of a smart phone away. This of course presents its own challenges. Who hasn't said something they probably shouldn't have on social media after a couple of beers? And don't get me started on inebriated eBay purchases...

But, in general, the techno revolution is a very good thing. Tuning companies were some of the first to take advantage of this wave of new tech. From expert CAD to create new hardware, through to simply being able to sell products on line to a worldwide audience; tuners have certainly made the most of it.

With shorter lead times to produce new products and tuning solutions, aftermarket specialists can release new tuning parts faster than ever.

Although not an official tuning partner, ABT are very close to Audi and are often first in line with hot new upgrades. This latest kit for the fantastic new RS3 is the first we've seen.

The Mk2 RS3 has only been on sale for a short while, but already its powerful engine and sure-footed quattro drivetrain is gaining



Left 2.5 5-cylinder is a dream **Below:** ABT alloys are very classy



huge traction (pun intended) with Audi enthusiasts. There's no doubting its credentials – even in factory trim. However, that glorious five-pot is just begging to be liberated to create more power and a correspondingly sonorous howl from the 2.5 TFSI lump.

ABT have delivered just that with their ABT Power New Generation ECU control unit. This system intercepts the signal from the ECU to the engine, tells it to 'liven itself up' and delivers a healthy increase to 430hp and 530Nm – impressive figures for a plug n play system. It's undetectable by the main dealer (so long as you remove it of course!) and offered with ABT's extensive warranty. As tuning options go, it's one of the safest bets. Consequently, this doesn't come cheap, but you are getting a lot more than a tuning box or remap.

Not content with 430hp, ABT are in the process of developing their Power S system, which will give even more grunt. With supporting upgrades, we'd expect bhp it to be in the high 400s.

There's no doubt that tuners are going to be working hard to produce new kit for the RS3. It's going to be a big car for Audi and the take up will be huge. Our friends at QS Tuning have recently taken delivery and will be developing upgrades for it over the coming months, so there's lots to come. Watch this space. **AT**

SPECIFICATION

ABT Audi RS3

Engine

2.5 TFSI 5-cyl, ABT Power New Generation control unit, ABT performance exhaust system with quad tailpipes in black

Power

430hp, 530Nm

Transmission

S-tronic

Suspension

RS3

Wheels and Tyres

9x19in ABT ER alloys with Continental tyres 235/35

Exterior

Stock RS3

Interior

ABT floor mats, LED entrance lights with ABT logo

Tuning contacts

ABT Sportline

www.abt-sportline.com

Richter Sport (UK)

www.richtersport.co.uk



AudiTuner
THE PERFORMANCE AUDI MAGAZINE



S1 E2 photograph courtesy Audi

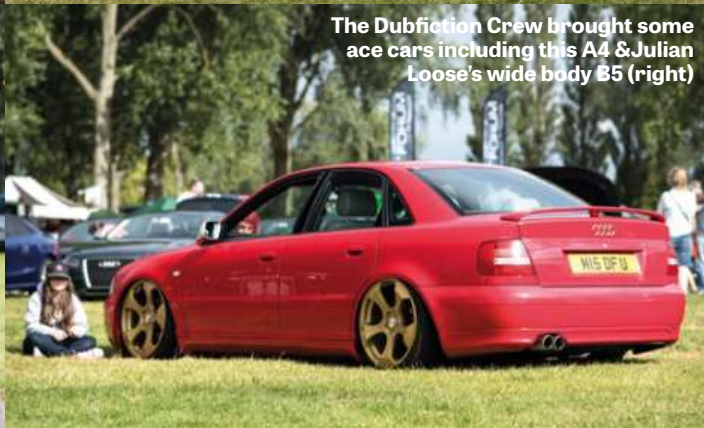
SHOW TIME



"Hi, yeah I'm great, just chilling by the quattro"



Stealthy wide body B5 RS4



The Dubfiction Crew brought some ace cars including this A4 & Julian Loose's wide body B5 (right)



quattro rally car with authentic mud attached!





Words Davy Lewis Photography AJ Walker

AITP 7



The largest gathering of Audis in Europe rolls into Northampton...

From its humble beginnings as a small club event, to the behemoth that hit Northampton this year, AITP has grown into a major event. Still run, first and foremost, by enthusiasts for enthusiasts, its 'all welcome' policy attracts Audi fans from all over the UK, and beyond. From bone-stock dailies, to stanced show-stoppers, big power RS models, retro cool and everything in between – you'll not see such a varied and eclectic mix of Ingolstadt's finest anywhere else.

For those that haven't been before the event is located at Billing Aquadrome – a family holiday park with full camping and caravan facilities. The main show arena is a grass area, with the show cars parked up in non regimented lines and the traders

around the outside. It's an informal arrangement and it works well.

This year, we brought along the AudiTuner merch unit, along with some ex-cover cars. Even as we set up, loads of people were coming over to say how much they liked the mag and to buy a copy of the latest issue. I've done many shows over the years, but this had to be one of the friendliest.

Although I spent as much time as I could on our stand, I tried to get out and see as many cars as possible. There were some fantastic Audis – many of which you'll be seeing in the pages of AudiTuner over the coming months. But with so many cars, I still missed some – it was that big.

Aside from the huge number of cars to check out, there was a special 20 Years of RS display with every RS model

on display, including some very rare RS2 treats from Germany.

Hats off to whoever ordered the Mediterranean weather – it really did make the event. Stunning cars, great weather and nice people – what more could you ask for?

Big thanks to the AudiTuner team Abi, and Gavin, for manning the stand, Adam Walker for taking the pictures, Luke Massey from Plush Automotive for brining the stunning C7 RS6, Wes Lane for bringing his freshly painted B5 RS4 and Darren Burt for making the trip from Scotland with his awesome C5 RS6.

Finally, thanks to Calvin and his team for organising such a top event. And we'll leave you with the big news that AITP 8 is set to be a two-day event.

Roll on summer 2016!



AUDITUNER STAND

Our stand was busy right from the get go. In fact, we even sold a few mags and a subscription while we were setting up. We had a limited number of back issues, which sold out fast – the rare first edition went in the morning. We even had some guys buy five back issues as they'd only recently discovered the mag. It was great to chat to plenty of feature cars owners old and new, plus enthusiastic readers and catch up with our friends at Alpine, MRC Tuning, Plush Automotive, Revolution Motorstore, Oxford Car Audio, Racing Models, The Performance Company and many others. And big thanks to everyone that subscribed!



Scott Shipy's stunning C7 RS6 on its new carbon lipped alloys







THE TRADE

With over 30 traders, there was plenty for show goers to spend their hard earned cash on. From a set of new wheels, to official AITP merchandise and lots more. Some of the biggest players in the UK after market and tuning scene were there including Milltek, Richter Sport, Alpine, MRC Tuning and many others.



Trade was brisk at AITP 7



MRC Tuning brought this C7 RS6, plus their C6 S6 and supercharged R8



John Wain's stunning quattro – see a full feature in AT soon



SHOW TIME



This Sport quattro owned by Craig & Mel Marsden was deservedly voted Best of the Show

THE WINNERS...

The prize giving is always a big feature at AITP and this year was no exception. With literally hundreds of stunning Audis to choose from, picking winners was not easy. Still, the AITP crew did a good job and the car of the show went to a fantastic white Sport quattro. Our mate Julian Loose from Dubfiction picked up another trophy for his mighty B5 wide body.



Loving the retro cool!



Wes Lane's freshly painted B5 RS4 from AT 002 cover



S2s were well represented



AUDI AG – RS2 SALOON!

The influence of AITP was shown by some very special cars that were brought over from Audi's Tradition collection in Germany by Simon Meier. A super-rare green RS2 and an even rarer RS2 saloon. You may have walked past it without realising its significance, but this 315bhp, Porsche-tuned saloon is a factory-built special that never made full production. Love it!

SHOW TIME



AUDI NORTHAMPTON

With main dealer support from Vindis Audi, there's no doubting the show's credibility. The show unit looked stunning, as did the collection of cool cars including a Nardo grey RS6, new RS3 and others.



There were plenty of supercharged cars



Matt Vanstone was there with his Dubfiction S3



HAND BUILT
IN ENGLAND

SCORPION // AUDI S1

SCORPION S1 EXHAUST UPGRADE COMPRISES TURBO DOWNPIPE AND SPORTS CAT OR DE-CAT SECTION. CHOOSE BETWEEN TWO TAILPIPE TRIM OPTIONS - THE 'MONACO' FOR A MORE O.E. LOOK, OR THE WIDER BORED 'DAYTONA' (PICTURED).

THE ORIGINAL

The Original, and still the best.

During the 80's the original Audi S1 dominated rallying and inspired a generation with fire spitting all wheel drive action, and its trademark whistling-chirping-crackling soundtrack.

Now S1 is back. And with it an exhaust upgrade from the company who defined production based track-to-road tuning. A brand new system, hand crafted from the finest materials and bristling with the motorsport performance, sound and spirit you only get when running on Red Power.

With Scorpion, the new S1 Quattro becomes every bit as exhilarating as the original.



FIND YOUR NEAREST DEALER AT: WWW.SCORPION-EXHAUSTS.COM



STAY CONNECTED TO RED POWER.

 **SCORPION**
RED POWER

SUBSCRIBE & SAVE 48%

Save a huge **48 PERCENT** on the cover price when you subscribe to AudiTuner. Plus, get all these great benefits:

£29.99
FREE
delivery*

- Get **12** issues of AudiTuner before it hits the shops
- **FREE** delivery to your door
- **Save 48%** on the cover price (that's just **£2.50** per issue!)
- Never miss an issue

Head to **www.audituner.com** and subscribe today!

*£29.99 offer is valid to UK subscribers only until 29 April 2015. For overseas subscription prices, please head to www.audituner.com





Work hard, play harder.

Join the REVolution.

Quote 'AudiTuner' to receive up to 10% discount



Only 10 mins from M25 junction 30

Unit 52, Globe industrial estate, Grays, Essex, RM17 6ST

01375 371 449

www.autospecialists.co.uk

revo
ESSEX

AIRTEC
COOLING SOLUTIONS



Stage 2 Airtec intercooler

VAG 2.0 TFSI

www.airtec-cooling.co.uk





Words & Photography Davy Lewis

GREY EXPECTATIONS

This rare Suzuka grey RS6 has been given the MTM treatment and now delivers a mighty 700 bhp





Below: The V10 powerhouse now makes over 700bhp



People often ask which is the best Audi to tune. To be fair it's a very tricky question to try and answer. It depends what your budget is; what size of car you need; which engine you like. What's perfect for one man may be wide of the mark for another. But, objectively speaking, there is one Audi that stands out as a potential winner – the C6 RS6.

With UK cars now available for under £25k, the big RS makes a very convincing case for itself.

For starters you get that sledgehammer biturbo V10. The 5-litre unit kicks out a substantial 572bhp in factory trim and mated to the capable Tiptronic box, creates a devastatingly rapid car. Better still, with a quality ECU remap, you can expect to add around 100bhp. Add a performance exhaust, including Y-pipes, plus uprated freer-flowing air filter to the mix and you'll be well over 700bhp.

In case you were wondering, that makes for a staggeringly quick car. 0-60mph in around 3 seconds, a potential top speed of 200mph



and the kind of midrange firepower that will leave all but the keenest of supercars wanting – the RS6 is probably the best, bang for buck Audi to buy and tune today.

For Ricky Dellow, owner of this rare example, there was never any question that he'd end up with an RS6. "I'd always loved them and when I had the cash to buy one, it had to be in Suzuka grey," he comments. Unfortunately, this colour is pretty rare – most RS6s seem to come in Sepang blue, black, silver, or Daytona grey. This meant Ricky had to search long and hard to find a suitable car. "I ended up getting one with higher mileage than I originally wanted," he says, "but there are so few about in this colour, I had to compromise."

The car itself was bone stock when it arrived. Which lasted about five minutes...

Performance Audi specialists QS Tuning are based close to Ricky, so he popped in to see what they could do to free up a bit more



power from the big avant. After a chat with main man, Kim Collins, the RS was booked in for a series of upgrades to unlock the potential of the strong V10.

As the UK's official MTM dealer, a software upgrade was added and together with a full Milltek exhaust system, the C6 made 742bhp on QST's dyno. Keen to get a feel for the upgrades we went for a drive across the Sussex countryside. On the twisty lanes, one thing becomes apparent – there's a whole lot of car to wrestle with. It feels big and wide (especially with those RS arches), so tight corners have you keeping as far left as possible. Like putting a power lifter in a zumba class, these lanes are not the natural habitat of an explosive RS6. However, as the roads open up, the devastating grunt of the biturbo V10 can be fully unleashed.

Press the throttle with any force and the Tiptronic kicks down

“The kind of midrange fire-power that’ll leave all but the keenest of supercars wanting”

and the big Audi explodes forward. The relentless surge feels like it'll never end and the retro fitted carbon ceramics are a welcome force as we approach a corner. Even with the impressive brakes, there's substantial mass to deal with and you need adopt the slow in fast out technique; carry too much speed into a tight turn and there's a real possibility of ending up on the wrong side of the road. It's a point and squirt machine this – something it does with ruthless efficiency.



Top: Interior is posh **Above:** C6 looks great lowered on 20in MTM alloys

FANCY A C6 RS6?

Now is a great time to buy a C6 RS6. Although it was only produced for two years, there are still plenty for sale in the classifieds, with early, high-mileage cars starting from as little as £20k. We'll not see the like of the mighty 5-litre V10 biturbo engine again, so grab one while you can! The C6 is a big, heavy car, so it's hard on brakes and tyres, and you don't need us to tell you that they use insane amounts of fuel. That said, what else can you get that with some easy tuning will create a supercar-bashing estate or saloon – all for less than £35k? Look out for oil leaks; they all suffer from this due to a grommet that perishes and it's a fiddly job to fix. Avants are more sought after, but saloons make a great car, in that wide-shouldered understated manner. If you can find one with the optional carbon ceramic brakes, jump on it as these make a huge difference.





To contrast with the rare colour option, the chrome grille and window surrounds have been wrapped in black vinyl. The badges have been done in black and a discreet MTM badge also adorns the rear. A carbon rear diffuser, mirrors and front lip finish it off.

With a cool VW T5 as daily transport, the RS6 is now saved for special occasions and shows. Having become friends with the guys at QST, some good times have been had, including a memorable road trip to Castle Combe for last year's ADI event. Having had some work done to fix the common oil leak, Ricky is thinking about his next upgrades. "I'm thinking about an Alcantara retrim and possibly big turbos to push it past 800bhp," he says.

Whatever he decides, he'll have one of the fastest and rarest RS6s in the UK. ^{AT}



Top: Looks mean without a reg plate **Above:** Seats are ace
Below left: A test on fast A-roads



SPECIFICATION

C6 RS6 Avant

Engine

5.0 TFSI biturbo V10, MTM 742 ECU software, secondary cat delete, MTM cat back valved exhaust, ITG air filters

Power

742bhp & 840Nm

Transmission

Tiptronic remapped by QST

Brakes

Carbon Ceramic (front)

Suspension

Bilstein coilovers

Wheels and Tyres

10.5x20in MTM Bimoto wheels with 285/35 Toyo R888 tyres

Interior

Stock RS6

Exterior

Suzuka grey, wrapped grille surround, black badges, front plate removed, carbon mirrors, MTM front lip, rear diffuser

Tuning contacts

QS Tuning www.qstuning.com



AUDI TUNER'S A6 3.0 TDI QUATTRO

New wheels for the big black avant and the obligatory magazine branding stickers...

Last month I showed you a set of wheels I'd been looking at – well I decided to go for it and ordered them. The AEZ Straight Dark ticked all the boxes for me – they're a classy looking, concave design and come in 8.5x20in – just what's needed to add some presence to the big A6. They're also reasonably priced at £1425 per set, so within my budget.

Offering them up to the car, the Graphite finish looks like it'll really suit it but, as ever, you can never really tell until they're on. Tyre wise I've opted for some 255/35 Toyo Proxes, which will be more than

up to the job of keeping the A6 planted to the road. I've run Toyos on all of my previous cars, so I'm confident they'll do a grand job.

At the time of writing I'm preparing to head to TTS Roadsport to have the wheels and tyres fitted up, as well as get a much needed oil change while I'm there. I've also spoken with KW about my suspension.

The factory S-line kit is pretty harsh to be fair, and with going up a wheel size, I've been looking at ways to add some comfort, while still retaining a nice drop in height and sharpening up the handling. More on this next month.

The A6 has also coped with a family beach holiday, with the 3.0 TDI V6 proving itself many times over, helping the 900 mile roundtrip journey fly by. It allowed for rapid progress on the motorway, but then I could knock it into Sport to stretch its legs on some fast A roads. With bucket loads of torque, it made for effortless and safe overtaking, too.

Finally, I added some AudiTuner stickers, which will be available to buy soon.

Contacts/thanks:

Wheelwright (AEZ) www.wheelwright.co.uk
Toyo www.toyo.co.uk





THE NORTH EAST'S No1 AUDI SPECIALISTS

AWARD
WINNING
STORE

DEDICATED
MAIL ORDER
TEAM


OFFICIAL
APR
DEALERS


HUNTER
ALIGNMENT
CENTRE



revolution247.com

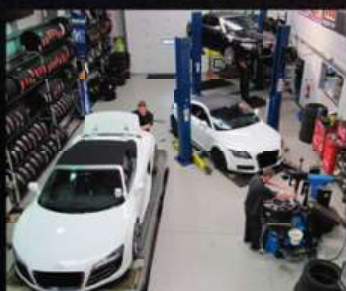
0191 461 9200

 @RevMo247

 /revolution247

Revolution House, Clockmill Road, Gateshead, Tyne & Wear, NE8 2QX

WHEELS & TYRES ■ SUSPENSION ■ BRAKES ■ EXHAUSTS ■ REMAPS ■ SERVICING





EIBACH'S A4 3.0 TDI QUATTRO

An audio upgrade in the form of the latest new SPC-110AU from Alpine...



Having successfully created a credible diesel alternative to an S4 in terms of performance, handling and looks, the engineers at Eibach turned their attention to the music system. Posing a similar premise as before, 'Is it possible to create a sound system equal to or better than the Audi Bang & Olufsen factory upgrade, using high quality but, critically, less costly, aftermarket parts?'

As the answer to this question was considerably outside of their chassis dynamics remit, they turned to their long standing friends at Alpine. For many years, the Alpine engineers have chosen to fit Eibach suspension to their wild demo cars, so jumped at the chance to demonstrate their in-house capabilities to Eibach.

The Eibach A4 has an odd pairing of the top of the range MMI 3G + Nav but the bottom of the range speakers. For

reasons of model differentiation and also to 'motivate' people to choose the upgraded B&O package, Audi have specified some rather cheap and insubstantial speakers as standard (just look at the pictures!). The only positive thing that can be said of them is that the front door mounted mid frequency speakers are of a decent gin diameter – thus allowing space for some very substantial replacements.

Alpine had some very good news for Eibach – and this wasn't planned (promise!) – they were literally on the cusp of launching a brand new range of direct fit, Audi upgrade packages. Sadly, as this car had the MMI 3 system and associated amplifier, there would be no point in installing Alpine's own replacement Head Unit and Amplifier but the speaker kit, SPC-100AU would do just the trick. Frustratingly, the first European kits had not yet been despatched to the UK facility and at the

time, nobody knew when they would be or had even seen one. This helps explain why I was at Alpine UK with Eibach only one day before going to press but this is such a great exclusive for AudiTuner, that we couldn't miss it. The kit arrived in the nick of time and we hastily arranged to meet up at Alpine UK's HQ for the installation...

Mitch, a skilled member of Alpine UK's Aftermarket Technical Team was to be performing the upgrade. As he unpackaged the new kit in front of us, he shared the fact that this is the first time he has seen it too and that he would just need a minute to read through the instructions – this confirmed to me that this really was to be a special install to document. My first impression of the kit was formed as all the included componentry were laid out on a table. It was immediately obvious that a great deal of thought and testing had gone

into this kit – Alpine had even performed an acoustic analysis of the door's inner structure and door panel, identifying where they may resonate and provided bespoke, die cut pieces of 4mm quality Silent Coat sound deadening for each location.



Using the correct plastic tools to remove the door panels (rather than a flat blade screw driver that we have all been guilty of using at least once in the past), Mitch quickly had the metal of the inner door structure exposed. First to be removed were the OEM mid-range speakers. The chap from Eibach was the first to notice that the magnet on the rear of these speakers was not only a fraction of the size of those on the rear of the Alpine drives but also smaller even than those used on the Alpine tweeters. The reason for the rather thin and papery sound of the standard system was beginning to become very clear. The kit installation has been made as simple as possible by the use of OEM connectors, so the new separate Cross-Overs (shrouded in foam to prevent rattling noises) connect directly to the OEM power level feed and then split the frequencies off to the relevant speakers.



Once the sound deadening material had been expertly rolled around the many 3 dimensional curvatures of the door inner and panels, it was time to install the tweeters. These are 2.5cm Domed affairs and have a pleasingly 'OEM+' looking grille on them. Eibach's car, with its base specification system, had its tweeters mounted in the dashboard, at the lower edge of the windscreen. Alpine strongly suggest that mounting them in the small triangular moulding at the bottom of the A pillar will create a far more detailed and

brighter sound stage. They provide cutting templates to take the guess work out of this process. Ironically, the Eibach car had what looked like a speaker grille moulded into them already but on closer inspection, the holes in the grille did not go all the way through the component – it was a fake! However, this worked in Mitch's favour, as this now provided a more solid base in which to drill the holes for the tweeters' new location. Once installed, they really looked the part. Obviously an upgrade item but very subtle, including absolutely matching the OEM grille pattern.

I was suddenly treated to a blast of Pantera (1990's heavy metal!) emanating from the Eibach car – obviously what the GM was listening too on his way to work that morning – the sound was clear, loud and deep – I was impressed. But not as impressed as I was when I returned to the car to learn that one door was not yet connected and neither anymore was the standard Audi sub-woofer! This was simply an isolated test of this particular door install. My expectations were ratcheted up another notch. Mitch confessed that even he was surprised at the bass response being created by this particular pairing of speaker and door cavity.

Although the kit is obviously a huge improvement in sonic clarity and creates a surprising amount of bass, it didn't take much arm twisting to persuade Eibach's GM that a sub-woofer would also be a valuable addition to the acoustic mix. Being a family man, boot space is at a premium but Alpine had the perfect solution, their compact, amplified subwoofer box, SWE-815. The installation of this item was slightly more involved but I would say is easily within the capability of a competent DIYer. Once appropriate power and earth connections had been made, Mitch was able to utilise the line level feed and remote switching signal from the OEM sub-woofer, therefore allowing total control of the new Alpine unit via the Audi MMI system – total system integration.

We all squeezed eagerly into the car, together with Ashley, one of Mitch's colleagues in the Aftermarket Technical team, for the first full system power up.



Ashley is also a respected judge of car audio SQL competitions, so it's fair to say he knows more than a little about sonic perfection. Ashley had come to perform the final set up of the system, to create the perfect 'Sound Stage'. Although many top end SQL systems will have almost infinite sound parameters to adjust, in this instance, Ashley only had those provided by the MMI system. His aim was to create a realistically positioned Sound Stage – he explained this as being like seeing a band live. You want the band positioned in front of you and the musicians distributed across the stage, or in the case of a car, across the dash board. As this process concluded, Eibach's GM, the person most familiar with the original sound quality, sat gobsmacked in the passenger seat. For what is a relatively simple installation, this was a remarkable improvement in every respect. At low or high volume, the clarity was what impressive, the instruments sounded so real – I know that is an odd thing to say but if speakers are not able to accurately reproduce the instruments as the musicians recorded them, then you're not actually listening to tune they created.

The expanded frequency range of the system was equally as impressive – especially at the low end from the SWE-815 subwoofer – small in size but with the application of a premium drive unit, high-end amplifier components and clever enclosure design, it is bestowed with a startling amount of volume, all from a very compact unit.

Thanks to Alpine, where previously Eibach mourned the absence of the upgraded B&O system, they are now overjoyed at the fact that they have a high quality, full range sound system, for what is a fraction of the cost (SPC-100AU RRP £299 + SWE-815 RRP £129.99) of asking an Audi Dealer to upgrade it to a B&O system.

Next month, an induction kit from ITG.



QS TUNING'S RS3



A new addition to the AT fleet, and this brand new RS3 has already been upgraded...



The launch of RS3 has been huge news for Audi, and with demand high for this super-sportback, it's going to be very popular with tuners. With this in mind, QS Tuning have bought one of the first cars in the UK to use as a development vehicle. Kim Collins, boss of QST, already runs a supercharged RS5, and had the previous RS3, so the new model has a lot to live up to.

The Nardo grey car was picked up from Brighton Audi, and came with virtually every optional extra including magnetic ride and Sports pack. Of course being one of the UK's leading Audi tuning companies, the RS3 was soon in the workshop for upgrades.

"We fitted a set of H&R springs," says Kim. "It lowers it quite a lot, but it feels great – like factory."

With the ride height sorted, the next addition was a set of wheels. As a recently appointed official dealer for respected US wheel brand, Vossen, QST had their pick of styles for the RS. They went for some fine looking, concave multi-spokes in a classy satin bronze finish. They're an ET44 and the 8.5x20in alloys look the part tucked up in the arches. Tyres are 245/30 Michelin Pilot Supersports – a proven performance tyre that's the perfect complement to the powerful RS3. The Vossen's aren't cheap, but they are fantastic quality and a great

upgrade for any Audi. The VFS2 is available in 19, 20, 21 and even 22in with the 8.5x20in priced at £624 each. QST can supply and fit the full range of Vossen wheels, including the top of the range forged stuff.

With the wheels and tyres fitted up, Kim and son Alex took the RS3 for its first outing at the Edition 38 show, where it attracted a lot of attention. Future plans include fitting the high-end MTM M-Cantronic module to increase power to 430bhp and 550Nm, as well as a performance exhaust, including down pipe. More next month.

Contacts:

www.qstuning.com



Audi S5 performance products

www.forgemotorsport.co.uk



*Charge cooler kit, boost tap,
supercharger pulley, pulley removal tool
and more*



TUNING UPGRADES

PIPERCROSS AUDI R8 V10 FILTER

This performance air filter for the R8 V10 is made from selected multi-layered foam which offers 30% more air-flow than even the most efficient of OEM filters. As well as providing a far better rate of flow, the multi-layer design also filters down to a far finer rate, protecting the engine against damage. Each filter features a beautiful hand-finished MAF boss housing to allow the factory sensors to be fitted easily and directly into each filter for perfect metering of the new, improved flow. The kits come lightly impregnated with a specifically-tailored oil to maximise filtration and flow, and a lifetime warranty.

FROM Pipercross

Price
£222

Contact
www.thepipercrossshop.co.uk

REVO DOWNPIPE

The largest restriction on most turbocharged cars is the down pipe. Upgrading this part with something freer flowing and better designed really can unlock hidden potential. Revo have been working on their own down pipe, designed for the current S1 (2014 on), S3 (2013 on) and 2008 onwards A4 running the 2.0 TFSI/T units. It means that tuners wanting to take advantage of Revo's Stage 2 (which requires an upgraded down pipe) can now spec all components from Revo themselves. The down pipe is manufactured by Scorpion and features a reducer to allow it to be fitted to the OEM exhaust system as well as a sleeve to mate it to an aftermarket system. Available with a de-cat or with a 200 cell high-flow sports cat, Revo will even throw in a free software upgrade from Stage 1 to 2 for those currently running their Stage 1 system, if ordered and fitted through a Revo authorised dealer.

FROM Revo

Price
From £227 (decat) £539 (high-flow sports cat)

Contact
www.revotechnik.com

QUICKSILVER RS6 EXHAUST

The C6 RS6 is a bit of a monster as standard, but the stock exhaust system is somewhat muted considering the V10 sledgehammer under the bonnet. This latest offering from Quicksilver addresses that problem. This well made T304 stainless steel cat back system has been carefully designed to free up some restrictions and allow that 5.0 engine to really sing. It offers improved throttle response and an 8.5kg weight saving over the OEM system. Head to Quicksilver's website to see a video of it in action.

FROM Quicksilver

Price
£896

Contact
www.quicksilverexhausts.com

REVO SPRINGS

Revo has teamed up with suspension experts Eibach to develop a sports spring kit for MQB platform cars including the current A3/S3 (8V). Designed to enhance cornering capability, without creating an uncomfortable ride, the springs are pre stressed, epoxy coated and thoroughly tested. With a noticeable drop of 25-30mm front and 15-20mm at the rear, the lower centre of gravity also helps performance, while giving the A3/S3 a more sporty stance.

FROM Revo

Price
£179

Contact
www.revotechnik.com



The latest tuning upgrades for your performance Audi...

NEW PRODUCTS

BILSTEIN CLUBSPORT COILOVER FOR R8

Designed for both road and racing use the BILSTEIN Clubsport kit offers an unparalleled balance between track performance and road usability. Both bump and rebound settings can be finely adjusted by race-quality thumbwheels, distinctly, quickly and precisely with no need for specialist tools.

The BILSTEIN CSC Clubsport coilover suspension incorporates high-grade, OEM and racing quality components and can lower the front and rear of the vehicle between 30 and 55 mm, to suit track conditions or personal preferences. The thumbwheels offer ten levels of rapid and precise bump and rebound, with positive detents to allow the user to 'feel' each stage of adjustment. A very well made addition that will transform any hard-driven R8 on road or track.

FROM Bilstein

Price
£3105

Contact
www.bilstein.de
0116 2898345

AIRREX A6 KIT

This AirREX kit fits all models of C7 A6 and offers a near 'plug and play' fitment to enthusiasts that want the look and convenience of a fully adjustable air-ride kit, but without the hassles of fitting that go with custom installs. The kit is supplied fully assembled and leak tested from the factory, saving up to ten hours installation time compared to rival systems. All the primary control components are contained in a composite wood casing with a smoked acrylic window. Once this case has been secured in position, two simple electrical connections and four 'plug and play' plumbing connections (one to each air spring) complete the installation. Because of this, this Audi kit can be fitted in just one full working day (compared to several for a custom build!)

The AirREX system is fully digital, wireless in operation and minutely adjustable.

FROM AirREX UK

Price
£3999

Contact
www.airrexuk.co.uk
01933 685840



PRECISION. RELIABILITY. SUCCESS.

The Bilstein Suspension Store is the leading online shop dedicated to Bilstein's full range of suspension products.

- OEM & upgraded suspension
- Spring, damper & coilover kits
- Huge stocks
- Free next day UK mainland delivery
- Fast European delivery.

ORDER ONLINE AT
BILSTEINSUSPENSIONSTORE.CO.UK



Owned and operated by

POTN
PERFORMANCE ON THE NET

TUNING UPGRADES

ARP AUDI/VW 2.0 FSI FASTENER KITS

ARP has just released three new Pro Series fastener kits for Volkswagen/Audi 2.0 FSI turbo 4-cylinder applications.

The head and main stud kits feature premium grade ARP2000® material that is rated at 220,000 psi tensile strength and the cam tower bolt kit features premium grade 8740 material that is rated at 200,000 psi tensile strength. Each kit includes the necessary bolts or studs, premium grade chrome moly nuts and washers for the application and a 1/2 oz. pack of ARP Ultra-Torque fastener assembly lubricant. ARP fasteners are centreless ground, heat treated prior to thread rolling and machining and designed to exceed the OEM fasteners in strength and durability. Ideal for big power builds.

FROM ARP

Price
POA

Contact
www.arp-bolts.com

GAZ ADJUSTABLE DAMPERS FOR S3

The 8L A3/S3 and its VAG siblings continue to enjoy immense popularity, but there is room for some improvement by fitting adjustable dampers. These GAZ GT items have adjustable damping rates which can be altered by means of an easily accessible knob on the side of the units. GAZ can set the dampers up for general road use and they will also be suitable for occasional track, slalom and sprint use, or they can even be set up for serious racing use if you wish. GAZ dampers feature a zinc plated body to keep them looking good and working well for long into the future. All units are individually tested before leaving the factory and are covered by a 2 year warranty.

FROM GAZ

Price
£78

Contact
www.gazshocks.com

MOMO QUANTUM ALLOY WHEEL

The Momo Quantum road wheel is now available in 20in diameter with staggered widths of 8.5x19in/9.5x19in and 9x20in/10.5x20in. This wheel is Tyre Pressure Monitoring System compatible in all sizes to comply with EU regulations for new cars. The Quantum comes finished in Matt Anthracite finish and is available in five bolt fittings with various offsets and PCDs available. A classy looking 9-spoke wheel at a reasonable price, too.

FROM Brown & Geeson

Price
From £229.99 (8.5x19in)

Contact
www.b-gdirect.com

FOURDOT DESIGNER PLATES

Fourdot Designer Plates are the UK's first 100 percent road legal custom reg plates. They include all the essential info – maker's mark, postcode and BS regulation marks printed at the bottom. There are two ranges to choose from – Style Plates which are universal fitment and the same size as standard UK plates; and Signature. The Signature range is model specific, designed to fit the recess of your car (like the Mk1 TT pictured). Fourdot use a 3D scanner to get the size and shape spot on, and there's a wide range already available on their website. You can create your own background, graphics, whatever you want. A simple and effective way to freshen up your Audi, without falling foul of the law.

FROM Fourdot Designer Plates

Price
£75 (pair)

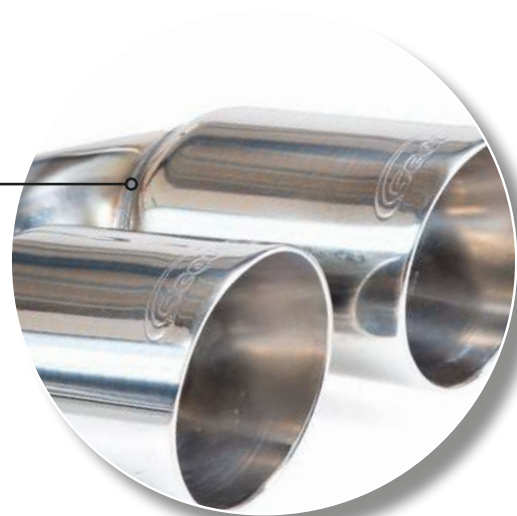
Contact
www.fourdotdesignerplates.co.uk



PRODUCT FOCUS

ZERO DRONE TECHNOLOGY

The careful design of the Scorpion system removes drone that can affect B8/8.5 S4s at motorway speeds



Scorpion Exhausts S4 ZERO DRONE SYSTEM

Cabin refinement has been a massive focus for vehicle manufacturers in recent times and Audi has been at the forefront of the push forward in quality. Unfortunately modifying your Audi can often increase NVH (noise, vibration and harshness) transmitted to the cabin. This has been particularly true of Audi B8 and B8.5 S4 models when allowing the engine to breathe more deeply with an aftermarket exhaust.

Many S4 owners have experienced cabin 'drone' at motorway speeds, and we're not talking about the type that can come from humans, it's a resonant vibration caused by the change in sound emitted from the exhaust itself. Cars fitted with S-tronic gearboxes are particularly sensitive.

Thankfully Scorpion Exhausts have the perfect solution. Introducing the 'Zero Drone' S4 exhaust system, available as either a half system that retains the factory downpipes or with matching Scorpion high-flow downpipes. Scorpion has designed this system to combat drone at every level. The exhaust pipework, box design and tailpipe construction are bespoke to this application and work together to eliminate

the dreaded drone.

What's more, when fitted with Scorpion's full cat back system a completely stock S4 will climb 20bhp to 350bhp with no other modifications, while shedding 8kgs of weight. The Scorpion S4 Zero Drone system has two tailpipe style options and polished or black ceramic coated finishes. Prices are from £1150 for the half system with polished tailpipes, to £1640 for the full system with optional black ceramic tips. Head to www.scorpion-exhausts.com for more details.





RING GUIDE 2015

The Nürburgring has been through some big changes in the last 18 months, so we've put together a guide to what you need to know to drive the ultimate track...



Most of you will know all about the Nürburgring Nordschleife. The 13-mile circuit is the most demanding in the world, which is why manufacturers and tuners all test there. We almost didn't have a Ring after the monumental balls up the German government made by letting the previous company run the place. When they took over, the plans for a multi-million pound circuit, theme park and even a roller-coaster seemed a great idea.

Unfortunately, no one actually spoke to the people that use the Ring or the locals that are the lifeblood of the Nordschleife economy. Consequently, the "Nurodisney" park was a huge failure. So when the sticky brown stuff finally hit the fan in 2011, many thought we may lose this awesome circuit forever. Fortunately, sense

prevailed and the Ring was recently taken over by a new private company. The plan now is to continue to use it for manufacturer testing, which is a massive revenue stream, but and this is the bit we care about – the public Touristenfahrten days are set to stay. So anyone with petrol in their veins can make the pilgrimage to the Eifel region to put themselves and their car to the ultimate test at the 13-mile circuit.

Having driven the Ring several times, we have to say it's an adrenalin-fuelled experience and definitely something you need on your bucket list. However, the place demands the utmost respect and even seemingly innocuous parts of the track can bite you hard on the arse.

So we've put together a list of dos and don'ts for the Ring, which together with some common sense should ensure you have a great time, rather than an expensive time!

CHECK YOUR CAR

Discovering your brake pads have no meat left on them and that your tyres are more slick than semi-slick is going to get you in a world of pain at the Ring. So, even more so than for a regular track day, give your car a serious going over before you even get on the ferry. Pay special attention to tyres, brakes and suspension as these are your safety net. Running around your local roads with worn brakes and tyres may be okay, but half a lap of the Ring could soon see them giving up with disastrous consequences. Larger heavier cars with big power like RS6s are very hard on tyres, so keep an eye on them – even a couple of spirited laps could be enough to leave them too worn for the long drive home.



REMOVE ITEMS FROM CAR

Bags, drinks and other stuff can easily cause big problems when you're throwing your car into turns and braking hard on track. As tempting as it is to get your Ring ticket and get straight out for a lap – park up, and remove any non-essential kit first. A wheel brace hitting you on the back of the head isn't the best way to spend a day at the Ring!



IF IT GOES WRONG

Like any good Boy Scout, be prepared! So stick 0800 0302 112 in your mobile. This is the Ring emergency number that'll get you out of trouble as a last resort. It's also worth having your mates, the breakdown recovery and insurance company on speed dial.

DRIVE WITHIN YOUR LIMITS

We all think we're great drivers, but let's leave the egos at home. The Ring is a serious place that regularly catches pro racing drivers out. So Dave the IT manager from Derby, in his S4 is likely to get into trouble if he doesn't take it easy. We're not saying drive like your nan, just be very cautious and build up speed slowly. Even relatively low speed corners (under 40mph) can easily catch people out (especially when it's wet) with expensive results.



MAKE ADJUSTMENTS

If you're running adjustable suspension, then get it firmed up before you go. You'll be subjecting the car to some serious G forces as well as lots of compression, so if you have something like KW Variant 3 or Clubsport kit, or Bilstein B16 units, then firming them up by adjusting the bump and rebound will make a big difference on track. An oil change is also a good idea as you'll be subjecting the engine to much higher stress and heat than normal and be sure to keep checking the levels. Also keep a close eye on oil temps and allow the car plenty of time to cool down.



EXPECT THE UNEXPECTED

We don't mean look out for some Dynamo or Derren Brown tricks, we mean be aware of things going down on track. From accidents, to freak storms, to random animals throwing themselves at your car, keep switched on and be ready to take evasive action if needed. There are many blind crests and tight turns with very little run-off, so be prepared.



TAKE A TYRE PRESSURE GAUGE

The air in your tyres expands as it gets hot, so it makes sense to drop a few psi before you go out for a lap. Don't go mad, start by dropping 5psi at a time and see how it goes. Don't forget to take a pump to re-inflate your tyres for the drive home!



HOW MUCH?

Once you factor in the travel, hotels, meals, fuel used etc, you'll be getting close to £500 for a weekend at the Ring. Then you need to add your lap ticket costs to that. A single lap is currently €27, which sounds a lot, but if you book a block of nine, it'll cost you €209, which is about what you'd expect to pay for a UK track day.



DON'T TIME LAPS!

Unless you're being paid by Audi to try and eke out the fastest production car lap, then don't do it! However, as a point of reference, most people that do time their laps do so by starting the clock as they pass under the bridge, then stop it as reach the gantry on the main straight, hence the term Bridge to Gantry or BTG time.



TAKE SOME TOOLS

A popped hose could mean the end of your fun, so make sure you have at least a basic tool kit with you. You don't need to load the contents of the Snap Off van into your boot, but a simple set up along with the always handy Zip Ties can save you, big time.



DO YOUR HOMEWORK

You wouldn't go flat out around an unknown turn on a UK country road, so why should the Ring be any different? Okay, there won't be anything coming the opposite way, but you have no idea what lies around that turn. From an accident, to roadworks, to an off camber, slippery surface, you could soon find yourself in big trouble. Speak to others, watch videos on YouTube and use your common sense – the Ring is unlike any other track you'll encounter, so it demands great respect. For example, at the Flugplatz (flying place), stamping on the brakes when the car goes light as it crests the hill is a sure fire way to ping your car into the Armco.



CHECK THE MAP

The Ring is a 13-mile monster of a rack, so it makes sense to get acquainted with it before you go. Check out the many turns and learn the names of them. This map also highlights some of the danger points with exclamation marks.

STAY LOCAL

There are lots of super-friendly hotels and guest houses around the Ring. Many offer secure parking and a great B&B package, plus lots of local info and good food and drink. The huge official complex is very nice, but we're oldschool and say support the smaller local businesses, where we've always been very well looked after.

HAVE A BACK UP PLAN

If something goes wrong, what are you going to do? From a minor mechanical failure, to a full on high-speed crash, you need a back up plan. Make sure you have the cash and the facility to get yourself back home if things go bad. From European breakdown cover, to a bunch of mates that can help you, don't just think, 'I'll be fine' and hope for the best.

STOP IF YOU DROP FLUIDS

This is the single most important thing for new drivers to remember. Cars and bikes share the tourist sessions, and spilled coolant, fuel or oil can and does kill. A biker can't see the slippery trail of coolant that your prang has just released and they won't stand a chance. If you're found to have dropped coolant and carried on driving, and not flagged it up to the marshals, then you are liable to prosecution.



NOISE LIMIT

There is a noise limit of 95dB at the Ring. It seems to be enforced on a fairly random basis, so if your car is louder you may well be left alone. However, there are noise testers around the track, so we'd advise you ensure your car is within these limits before you travel to avoid disappointment or an expensive trip to the local garage to get it silenced.



USE YOUR MIRRORS

It's easy to get tunnel vision and caught up in what's ahead of you, but don't forget to use your mirrors. Faster cars need space to get past, so be ready to move over. Even slow-looking cars – bear in mind they may have a big engine, or a local nutter at the wheel!

CRASHING IS EXPENSIVE!

Okay, so you've messed up, what's the worst that can happen? A repair bill for a new front bumper? Well, that's the least of your worries! Firstly if you crash, an ADAC Ring recovery truck will have to come and get you. That'll be €250 Before you've even started and that's just to the car park. Add to this the cost of replacing the Armco (€31 per metre), plus the potential bill for lost revenue if the track has to be closed, and your wallet will be seriously bashed. Circuit closure is billed at €1350 per hour (and it's all plus 19% tax). Add to this the cost of European recovery and you've got a very big bill for a moment's madness.



BE ULTRA CAREFUL IN THE WET

It doesn't matter whether you've done lots of UK track days in the wet, the Ring is a totally different animal. The poor surface is a world away from the glass smooth Silverstone or Oulton Park, and bare in mind that much of the track is covered by trees. The sap and general leaf droppings can make certain parts very slippery, even when the sun's out. If it's raining, or has been, then slow down. There is very little run off, so if you overcook it, then chances are you'll have an expensive meeting with the Armco. Audi's quattro system is good, but it's not magic, so be careful.

OPENING TIMES

The Ring is officially open for tourist sessions from April to October, but there are no guarantees. It can be closed for many reasons, so you should always check before leaving – head to www.nueburgring.de to check the updated calendar. There are full day sessions – 8am-7.30pm and evening session 5.30-7.30pm. Afternoon means about 1.30-5.30pm.



DRIVE THE LOCAL ROADS TOO

The Eifel region has some amazing roads, so between your sessions, why not head out to explore them? From fast sweeping roads, to mountain passes with hairpins aplenty, the scenery is amazing and it's a great place to go and drive. There are also many miles of offroad terrain that is best experienced by bike. Several companies offer mountain bike hire and this is also a great way to get to some of the less accessible viewing areas – especially the Karussell.



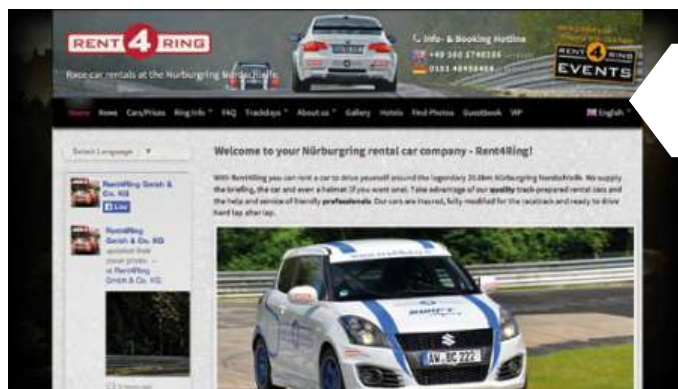
DRIVE SMOOTHLY

This is what we're always told for track days, be smooth, don't unsettle the balance of the car, slow into corners and fast out, once you've hit the apex. But this is doubly the case at the Ring. The unforgiving 13-mile track can and will bite you on the arse, so stay smooth. Get your braking and gear changes done in a straight line, don't turn in too early and minimize your steering input. If you're stamping on the brakes and sawing at the wheel every turn, then you need to slow down! Get your technique nailed before you begin to add speed



WHERE DO YOU JOIN THE TRACK?

The main Ring car park is based at Nurburg. This is where the majority of drivers head to buy their Ring tickets and check out other cars. Bear in mind this often gets full at peak times and the overflow car park and surrounding roads are used. You can also join the track at Adenauer Village. The barriers are located round the back of a car park and you join the track on quite a steep, off camber section of the track. If you want to see how not to join at this point, stick 'fastest ring crash' into YouTube to see a BMW have a massive fail.



USE A RENTAL COMPANY

There are several companies that will rent you a car to drive the Ring. These vary greatly in price and spec, but they all offer one thing – great fun and you don't need to use your own car. Simply fly to the nearest airport (Cologne), then get yourself to the Ring and off you go. Rent4Ring and RSR Nurburg are two of our favourites, both offering highly experienced instructors and a great range of cars to drive. Just be aware that if you do stack it, the excess will be very high! Prices start from around €130 for an hour on track (plus fuel and lap ticket).

LET YOUR CAR COOL DOWN

It's reckoned that one lap of the Nordschleife is the same as a full session at a regular circuit. So that means your car will suffer some serious abuse, especially the brakes and tyres. This is doubly the case for heavy, powerful cars like RS6s that don't have the optimal carbon ceramics. So when you come in, park up and allow the car to cool down. Open the bonnet and be sure not to put the handbrake on as this risks the rear pads binding to the discs. Then give it a good check over before you go back out – be sure to double check the bonnet is secured!



LET YOURSELF COOL DOWN

We're all guilty of getting carried away, but the Ring is not the place to lose your cool. With little run off, a poor surface and changeable weather conditions, an over enthusiastic moment that would see you in the gravel at a UK circuit, may result in a very expensive and potentially painful end to your Ring trip.



WATCH OUT FOR ROAD WORKS

It may sound bizarre, but it's common to crest a hill or hammer a turn only to find workmen have closed half the track up ahead. Make sure you slow right down and always be aware that you may have to stop very quickly! The Nordschleife is an old circuit and as such requires a lot of maintenance, especially given its length.



REMEMBER IT'S A PUBLIC TOLL ROAD

That means German traffic law applies. So if you cause an accident through bad driving or dropping fluids you can and will face the full weight of the law. We've heard of several Brits that have lost everything they own due to one stupid error at the Ring that resulted in the serious injury of others and or the closure of the track



DON'T TRY TO FOLLOW FASTER CARS

Temping as it may be, don't get drawn into trying to chase faster cars. Chances are it's being driven by a local who's spent more time at the Ring than you've had hot dinners. He'll know all the tricks and danger spots – you won't. Go at your own pace and don't worry about others.

BE PREPARED FOR TRAFFIC

Tourist sessions get very busy, so be patient and ease off. You're not out to set a lap record and should bear in mind that, round every corner there could be an accident, or slow vehicle. Plan your visit so that you avoid peak times. You don't want to be stuck behind a coach!



BOOK A TRACK DAY

Tourist days are great, but if you really want to push your car to its limits then you need a dedicated track day. Driving on the edge at a public session is reckless, so save the hero stuff for when the track is full of like-minded people, who all know the risks. Better still, you can take advantage of the pros who will be only too happy to show you the correct lines and braking points.



USEFUL CONTACTS

www.bridgetogantry.com

Blog run by Ring expert and racer, Dale Lomas. Dale also works at Rent4Ring and contributes to Pistonheads. Full of updates and a great for source for no-nonsense advice for anyone thinking of driving the Ring.

www.nuerburgring.de

The official Nürburgring page (note the spelling is different). Contains info on opening times, guides to the track and lots of other handy info.

www.nurburgring.org.uk

A UK site that's jam packed with useful info, guides and much more. Also includes the Ringers forum, a great place to chat with like-minded people.

www.rent4ring.com

Specialist Ring car hire – from the cheeky Suzuki Swifts, to a Porsche GT3RS, you simply pay and drive. Track days are also available as is one to one tuition.

www.RSRNurburg.com

Long established Ring hire company run by Ron Simmons. RSR have a great range of cars available and expert tuition including one to one and group track day experiences.



ADS AUTOMOTIVE

We head over to see what ADS have to offer Audi enthusiasts...

None of us needs an excuse to get a bunch of cool performance Audis together, so we popped over to one of the North West's leading VAG tuners to join their open day and see what they have to offer.

With some very tasty S and RS Audis on display and the brand new RVo19 wheel from Revo, there was plenty to see. It's a friendly place with a real 'can do' attitude and you can tell these guys are passionate about performance Audis.

ADS became one of the UK's first official Revo dealers back in 2001, so they know a thing or two about Audi

VW tuning. The company started out way back in 1985, so there's a wealth of experience on hand. Specialising in Audi, VW, Seat and Skoda, ADS offer full diagnostics, servicing and performance tuning.

Set up by Frank Massey, one of the UK's leading diagnostics experts, the company is now run by his son, David, who specialises in ECU remapping and economy improvements for turbo petrol and diesel cars. As well as Revo's respected software packages, ADS offer custom mapping, to maximise potential of those running particular hardware upgrades. But engine tuning is one

of the growth areas with everything from simple bolt-on upgrades such as induction kits and Milltek and Akrapovic exhausts, through to custom maps and hybrid turbo installations.

A full range of engine cleaning is available for the carbon prone FSI engines, as well as valve cleaning, EGR and DPF cleaning.

With full access to dealership software, ADS offer a friendly alternative to main dealers, at a fraction of the cost.

ADS are based at Unit 10, 4 Pechell Street, Preston PR2 2RN. Give them a call on 01772 201597 or head to: www.ads-automotive.co.uk



"ADS Automotive are true Audi enthusiasts"



THE FUTURE
BELONGS
TO THE
MAD

TOM HARDY CHARLIZE THERON NICHOLAS HOULT

MAD FURY ROAD MAX

TAKE IT TO THE MAX

MAXimum handling MAXimum performance



Own it first on
DIGITAL HD
September 21

Out on 3D,
Blu-ray™ & DVD
October 5

WIN To celebrate the release of
Mad Max: Fury Road (on
Digital HD September 21 and
on 3D, Blu-ray™ and DVD on October 5)
Nankang are giving you the chance to win a
Home Entertainment System as well as 15
runners up who will receive a copy of *Mad
Max: Fury Road* on Blu-ray™

For your chance to win, visit...
<http://www.nankangtyre.co.uk/madmaxfuryroad>
terms and conditions apply.

NANKANG
TYRES

www.nankangtyre.co.uk



Nankang Tyre UK



@NankangTyreUK



KENNEDY MILLER MITCHELL

www.warnerbros.co.uk/madmax

#MadMax

WARNER BROS. PICTURES





UNIT20

VAG Group Performance Specialist

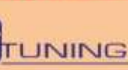


- Servicing & Repairs
- Vehicle Diagnostics
- Engine Remapping
- Performance Upgrades

Tel: 0151 33 66 888 Email: info@unit20.org
Web: www.unit20.org

BACKDROP MEDIA

**UNIT 20 Coalbrookdale Road, Clayhill Industrial Estate
Neston, South Wirral, Cheshire CH64 3UG**





VAG Tuner EXPO



25 OCTOBER 2015

THE SHOW FOR PERFORMANCE AUDI & VW TUNERS

Join AudiTuner at our brand new FREE event for Audi VW enthusiasts...

The VAG Tuner Expo kicks off on Sunday 25 October – and it's 100 percent FREE! That's right, our brand new event for Audi VW tuners won't cost you a penny to enter, as long as you pre-register at www.vagtuner.co.uk.

Based at Donington Park Exhibition Centre, we've got together the biggest and most respected names in the after market and tuning scene to come and show what they do. From remaps, exhausts, air filters, turbos, brakes and suspension, to wheels and tyres, audio, car care and much more – VAG Tuner Expo is *the* place to see the latest tuning upgrades and other goodies for your Audi or VW. Industry leading experts will be on hand to offer free advice on the best options for your particular car, from how to get started with a stock model, through to those

wanting to progress to Stage 2 onwards. From fast road, to track and competition – there's sure to be something for everyone.

With prizes for the Top 20 Show n Shine and Top 20 Power Select, we'll have some of the UK's finest cars on display, too. Make sure you put 25 October in your diary and come and join us at this FREE end of season tuning event that the weather can't spoil!

ESSENTIAL INFO:

DATE:..... Sunday 25 October

TIME:..... 9am to 5pm

VENUE:.....Donington Park Exhibition Centre

POST CODE:..... DE74 2RP



WHAT'S ON

- Meet the UK's leading Audi VW tuners
- Get up close to the latest tuning parts and tuner demo cars
- Free tuning advice & exclusive show offers
- Meet the AudiTuner team & get a free mag, plus goodie bag worth over £10
- Top 20 Show n Shine competition – stunning show cars
- Top 20 Power Select competition – the UK's finest tuned Audis and VWs
- Huge Club parking area (outside the main arena)

HOW TO BOOK:

Head to www.vagtuner.co.uk – it only takes a few minutes to register for a car pass that includes **FREE** entry for up to four people.

TUNINGWERKES

PERFORMANCE AND QUALITY COMBINED

GET IN TOUCH NOW FOR :
SERVICING / TUNING / PARTS

ST SUSPENSIONS **SCORPION** RED POWER

H&R **PiperCROSS**

KW **MILLTEK SPORT**

VOLKSWAGEN 4Racing **APR**

+44 (0) 20 8681 0208
ENQUIRIES@TUNINGWERKES.COM
WWW.TUNINGWERKES.COM

OFFICIALLY MADE

Advertise in AudiTuner

AudiTuner has an international distribution to 50 countries, including the USA, UAE, China, Australia and South Africa. Reach your customers with the only dedicated performance Audi magazine.

To advertise, email Mark Dow
mark@audituner.com



AutoTechnica 
THE AUDI SPECIALISTS

**Hull's Award Winning
Audi Specialists**



revo
technik

Software and
hardware dealer

- Audi trained technicians
- Servicing
- Fault Diagnosis and Repair
- DRC Repairs
- Multitronic/DSG/S-Tronic Gearbox
Fault Diagnosis and Repairs
- R8, S and RS Experts



Authorised dealers for:



94 Calvert Lane, Hull, HU4 6BJ • Tel: 01482 353369

www.autotechnica.co.uk



f TTSRoadsport
Call: +44 (0) 1234 853225
sales@thettshop.com

CREATING AND MAINTAINING SPECIAL VEHICLES



AUDI • VW • SEAT • SKODA



sixonetwo



2015



ARTEMIS

APOLLO

TYRUS

THOR

TORA

TITAN

If you're fitting new wheels to your Audi, we have everything you need to get the job done. Our Cades alloy wheel range has a huge choice of styles and finishes to compliment your Audi. Our TPi wheel spacers, extended bolts and high security locking wheel options, will also keep them stanced correctly and secure.



AVAILABLE FROM ALL GOOD WHEEL SHOPS | EBAY | MAIL ORDER: 08444 721 612 | EMAIL: SALES@SIXONETWO.CO.UK | WWW.SIXONETWO.CO.UK | CALL FOR FITMENT INFORMATION



READERS' GALLERY

*Share your performance
Audis with us...*

We want to see your cars! So whether it's a tidy S3, a highly tuned RS6, an immaculate Ur-quattro, or something else with an Audi badge, send us your pics. We need no more than three, good quality, high-resolution images (at least 1MB), plus some info on the car. We'll pick our favourite cars each month and publish them in the magazine. Email your images to davy@audituner.com.



Top: Quattro Coachworks' RS2
Right: Paul's A4 2.0 TDI



Top: Sean Moran's C5 RS6 **Above:** Grant Stewart's K04 430bhp B5 S4
Below: Donald Munn's Audi 80 2.8 Cab in memory of Ava-Rose



Above: Lloyd Bowen's 2.0 TSI Stage 1 TT

REMUS

SPORT EXHAUST



SETTING THE TONE

Europe's number one exhaust manufacturer. High quality, TÜV approved systems for a wide range of performance applications. Set your tone with a range of tailpipe options.

REMUS

powerizer

PLUG & PLAY PERFORMANCE TUNING

- Easy installation and removal (Plug & Play)
- Significant increase of power and torque
- Multi-map technology
- Auto-calibration
- Available for over 3000 petrol and diesel powered cars.



Find out more at
WWW.REMUSUK.CO.UK



EXCLUSIVE DISTRIBUTOR

T: 01933 685 840
 E: mail@theperformance.co
www.theperformance.co

CLUBS

Here's our pick of the best Audi clubs, websites and enthusiast pages on the web. If you'd like to be included, drop us an email – davy@audituner.com

ENTHUSIAST SITES

AudiTuner.com

facebook.com/AudiTunerUK

audizine.com

audiworld.com

fourtitude.com

OWNERS CLUBS

a5oc.com

audiallroadeurope.com

audirs.com

audia8oc.net

audirs3oc.com

audiownersclub.com

audi-sport.net

clubaudi.co.uk

quattroownersclub.com

q3ownersclub.co.uk

rs246.com

r8talk.com

ttoc.co.uk

ttforum.co.uk

vwaudiforum.co.uk



EVENTS

AUDI DRIVER INTERNATIONAL – 17 October

The track based event for Audi enthusiasts.

Castle Combe, Wiltshire

www.audidriverinternational.co.uk

VAGTUNER LIVE – 25 October FREE EVENT!

AudiTuner's brand new indoor, end of season event at Donington Exhibition Centre. Come and meet the UK's biggest tuners, see new products, stunning tuned cars and much more, and it's **FREE!** Order your tickets from:

www.vagtuner.co.uk

GTI FESTIVAL – 4 October

Santa Pod is taken over by VWs with a healthy contingent of Audis for this RWYB event.

www.vwaction.com

AUTOSPORT INTERNATIONAL – 14-17 January

The largest motorsport show in the world, Autosport is a must for any petrol head. From the stars of F1, WRC, BTCC and much more, to the latest new tuning parts for road and track cars, Autosport has the lot. We'll be there in the Performance Car Show Hall with a stand full of cool Audis, so make sure you come and say hi. Get your tickets from:

www.autosportinternational.com



STOPPING POWER

Maximum stopping power available for a wide range of vehicles equally at home on the track or the street.

- 4-piston forged aluminium calipers
- High performance brake pads
- Grooved 2-piece discs
- Full TÜV Approval.



DROPPING POWER

V-MAXX offer an extensive range of premium spring and coilover kits, giving you maximum flexibility in setting the perfect ride height for your car.

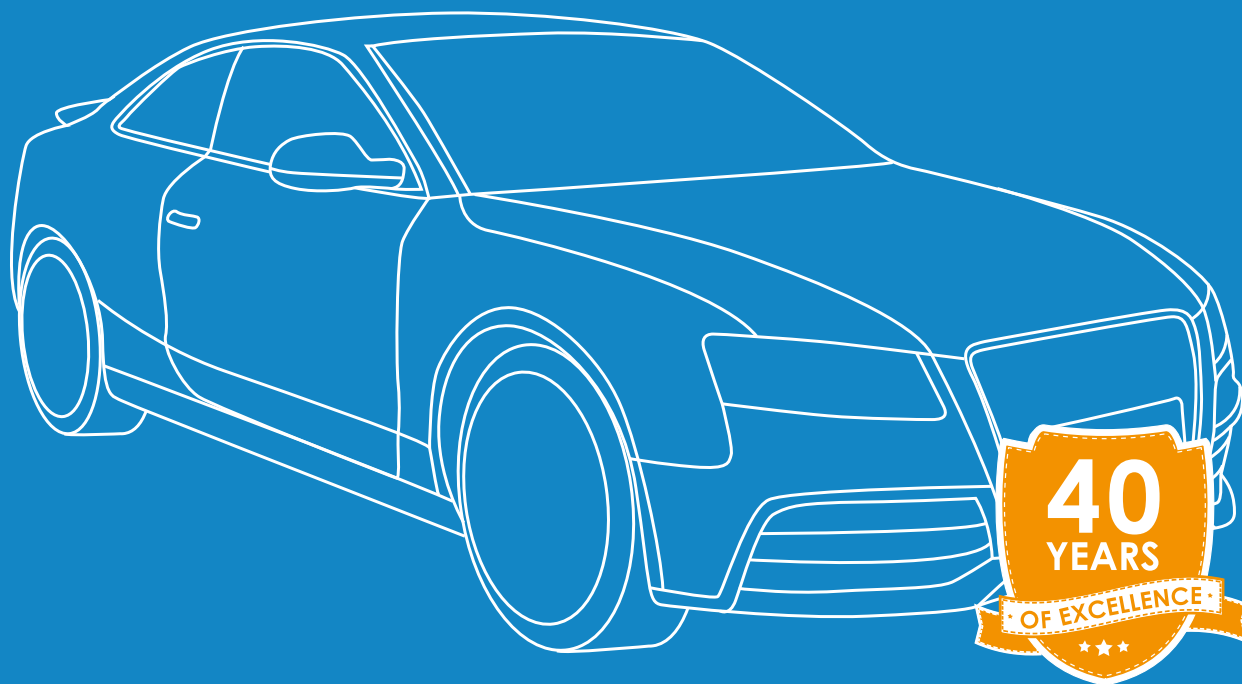
- On car height adjustment
- High quality galvanized steel struts and gas shocks for durability
- Progressive rate sport spring kits
- Top quality, 2 year warranty & TÜV approval across all kits.



Find out more at

WWW.V-MAXX.CO.UK

Specialist Audi Insurance



Benefits available include:

- **FREE Legal Cover**
- **Agreed Value**
- **Limited Mileage Discounts**
- **Breakdown Cover**
- **Modifications Cover**
- **Club Member Discounts**

Great Insurance Deals

Adrian Flux know how much you love your Performance Audi, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority





GATEBIL SHOW

The big event kicks off in Norway and there were some savage power Audis to wow the crowds...



B5 RS4 widebody with some battle damage





When it comes to crowd-pleasing driving, you'll need to go a long way to beat the Gatebil events. The recipe of extreme power, prodigious talent and the anything goes attitude, means this extravaganza of extreme, never fails to deliver. Audis are of course always well represented and this year was no exception.

From B5 RS4s, to stunning competition-spec Ur-quattros, and savage S2s – all of them kicking out a minimum of 500bhp, with some getting on for 1000bhp.

The track is the heart of the action with track time split into four

categories – Street car, Exclusive, Drift and Extreme Racing and Time Attack. As if this wasn't enough, the World Powerslide Championships took place, with 80 cars all giving their all to go sideways and wow the judges.

Older models are definitely the preferred choice and the aural delights of big power five-cylinders, running big boost, echoed around the forests of Mantorp. With a full-on party atmosphere, plus hundreds of show cars parked up and massive trade support, this is one of the best events on the tuning calendar.

Here's our pick of the best Audis from this crazy event.

We'd do bad things to own this Ur-quattro



There was some newer stuff too, like this C7 A6



Another 90s legend we'd love to own

TS Racing A3 has over 1100hp and looks insane



This beast of a B5 is a four-wheel drift machine

SHOW TIME



B5 RS4s were everywhere



The Gatebil taxi, shame it's a Beemer...



Magnus Persson's Time Attack S2 Extreme was our car of the show

ADS
LIMITED

VW AUDI SEAT SKODA



01772 201597

www.ads-automotive.co.uk

enquires@ads-global.co.uk

REPAIR, MAINTENANCE, TUNING
AND DIAGNOSTIC SPECIALIST

INDEPENDENT AUDI SPECIALIST



Unit 4-10 Pechell Street, Ashton-on-Ribble, Preston PR2 2RN



the exhaust system

jetex
www.jetex.co.uk

'Jetex stainless exhaust systems are engineered to improve engine torque and car performance, without making a big noise about it.'

A1 | A3 | A4 | A5 | A6 | A8 | RS2 | RS3 | RS4 | S2 | S3 | S4 | TT | TTS

facebook.com/jetexexhausts

01789 298989

VAG Tuner Expo Special
Massive 25% off Car Care
Using discount code
"VAGtunerExpo"



www.ObsessiveDetail.co.uk

Code Expires 02/11/2015

engine carbonclean

Interested?

Find out more @ VAG Tuner Expo,
Donington - 25.10.15



powered by
h2gogo

www.enginecarbonclean.com

#followthecog

 **MDM TECHNIK LTD**
BENTLEY AUDI & VW PERFORMANCE SPECIALISTS



15% off REVO re-mapping
for all Audi Tuner readers when quoting. Audi Tuner

MILLTEK
SPORT

Superpro

LO3A
MOTORSPORT

Forge
MOTORSPORT

VOLKSWAGEN
Racing

REVO
racing

Units 2B & 2C,
Westfield Estate,
Medmenham,
Marlow, SL7 2TA

All aspects of service work carried out using genuine parts and main dealer diagnostic equipment



Tel: 01491 412416
E-mail: enquiries@mdmtechnik.co.uk
Web: www.mdmtechnik.co.uk



- OE Specific Servicing
- Diagnostics
- VW Trained Technician
- Performance Tuning Specialist
- Shark Performance Dealer
- Eibach Suspension
- Milltek Sport Exhaust Systems
- Performance Upgrades
- OE Retrofits



www.apautomotive.com



Servicing



Diagnostics



Retro Fits



Performance

Unit 14 Ketley Business Park, Telford, TF1 5JD
01952 794024

**SCOTLAND'S ONE STOP
TUNING SHOP**

BROTEK

AUDI • VW • SEAT • SKODA • VOLVO



<http://www.brotek.co.uk>
info@brotek.co.uk BroTek
Tel: 01555 666590/07837 954862



quattro-tech
AUDI VOLKSWAGEN SEAT SKODA

Servicing, Repairs and Rev^o Tuning

Unit 10C, Harding Way
St. Ives
Cambridgeshire
PE27 3WR

Web: www.quattro-tech.co.uk
Email: info@quattro-tech.co.uk
Tel: 01480 464869

revo



WAGNERTUNING

COMPETITION-PACKAGE EVO3 AUDI RS3 8P



PACKAGE PRICE
AVAILABLE

DATA FOR THE INTERCOOLER EVO3

Cooling Surface 1890cm² / Charge-Air-Volume 16.5L Core dimension (515mm x 367 (274) mm x 95mm) and this offers a 120% larger cooling surface and 142% more charge air volume compared to the original intercooler by VAG.

DATA FOR THE DOWNPIPE

Diameter of 90mm to 2x 70mm | High-quality stainless steel 1.4301 (SS304) | 100% OEM fit | CAD-Designed and optimised | 1 Oxygen Sensor Connection | Significantly higher torque | 2 Racing Catalyst Converter (100 Cells / inch) | No Pre-cat so less thermal load for the turbocharger | Better performance by reducing back pressure | Suitable for Audi TRS 8P and 8P Audi RS3

MORE AUDI / VAG PERFORMANCE PARTS
www.wagner-tuning.uk

SUPPORT 01252 / 750 630

ONLINE SHOP: [HTTP://WWW.WAGNER-TUNING.UK](http://WWW.WAGNER-TUNING.UK)
E-MAIL: INFO@WAGNER-TUNING.CO.UK
FACEBOOK: [FB.COM/WAGNERTUNINGUK](https://www.facebook.com/WAGNERTUNINGUK)



Our production is certified by
TUV RHEINLAND
and is certified
without any complaints

NEXT MONTH...



AUDI TUNER ISSUE 10 ON SALE 29 OCTOBER

Stunning S3 8P • Packing TTE420 power
VAG Tuner Expo • Full report and focus on the
UK's biggest tuners at our new indoor event
RS6 C7 • Over 900bhp – the UK's most powerful?
Editon 38 • We report from the main event
Brakes guide • Essential info for all

PLUS: The latest news, new products,
tech guides and much more...

*The contents of next issue may be subject to change

AudiTuner

THE PERFORMANCE AUDI MAGAZINE

NEXT ISSUE ON SALE: 29 October 2015

CONTACT US:

EDITORIAL: Davy Lewis

E: davy@audituner.com

ADVERTISING & PROMOTIONS: Mark Dow

E: mark@audituner.com

EDITORIAL

Senior Editor: Davy Lewis

Art Editor: Graham Morecroft

European Contributor: Ian Kuah

Photography: AJ Walker, Jape Tiitinen, Mark Riccioni, Adrian Brannan, Davy Lewis, Audi AG,

PUBLISHING

Publisher: Mark Dow

Subscriptions: www.audituner.com

Distribution: COMAG Specialist

Printed by: Warners Midlands

WHERE TO BUY AUDITUNER

Subscribe: www.audituner.com

Retail: From WHSmith high street and travel outlets (UK)

Download: www.pocketmags.com, Apple Newsstand,
Google play

AudiTuner is published 12 times per year, on the last Thursday of each month, by FCS Ltd. PO Box 29238, Saline KY12 9XX. Registered as a limited company in England and Wales. Company No. 5259459. VAT 871 7274 03.

FCS Ltd © all rights reserved. Reproduction in whole or in part is forbidden, except with written consent of the Publishers. Note to contributors: Copy submitted for consideration by the Editor must be the original work of the author and not previously published. Where images are included, which are not the property of the author, permission to reproduce them must have been obtained from the copyright owner. Emails will be treated in the same way as ordinary mail. The Editor cannot guarantee a personal or instant response.

Readers wishing to carry out any of the tasks outlined in technical or step by step features should ensure they have the necessary skills and equipment to do so safely. If in any doubt always go to a professional. FCS Ltd accepts no responsibility or liability for any injury or damage sustained in the process of following one of these features.

The Editors and Publishers of AudiTuner give no warranties, guarantees or assurances, and make no representations regarding any goods or services advertised in this magazine. Please note: AudiTuner is an independent media publication. It is in no way affiliated with, connected to, or endorsed by Audi AG or quattro GmbH.

Just Ask!

If you can't find AudiTuner in the shops, ask your local newsagent to order it for you.

#codenametreavor

IT'S ARRIVED!

Introducing DTUK's NEW and improved
CRD-t+ Multi-Channel Diesel Performance
System for your car, van or motor home



24/7 Aftersales
Support



Upto 40% MORE
BHP & Torque



Upto 20% MORE
fuel economy*



Only 10 minutes
to fit on average



Three Year
Warranty



DTUK®

PERFORMANCE SPECIALISTS

For further information contact sales:

01207 299 538

sales@dtuk-performance.co.uk



**FSR - Multi-Channel
Petrol Tuning System**

Warranty Safe Audi Tuning

A1	1.4 TFSI 150PS - 183PS
S1	2.0 TFSI 231PS - 288PS
S3	2.0 TFSI 300PS - 363PS
RS6	4.0 TFSI 560PS - 655PS

www.dtuk-performance.co.uk

*depending on driving style

